

# SHORT NORTH

PARKING PLAN REPORT  
MAY 2018

THE CITY OF  
**COLUMBUS**  
ANDREW J. GINTHER, MAYOR

DEPARTMENT OF  
PUBLIC SERVICE

PREPARED BY:

**RAMA**  
ENGAGEMENT THAT INSPIRES



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## Introduction

In 2017 the City of Columbus Department of Public Service (DPS) unveiled its plan for parking in the Short North neighborhood. The plan involves changes to resident and business permits, visitor parking rates and limits, adjusted boundaries for paid parking, and updated enforcement practices. These changes are based on the study commissioned by the City and completed in 2016. The goal of the plan is to balance economic development in the area and financial sustainability of a parking plan with the ongoing ability of residents, visitors, employees, and businesses to easily access and enjoy the lifestyle of this unique urban and historically rich arts district. These goals are achievable with a Plan that is consistent, equitable and easy to use, customer focused and that leverages current mobility options.

## Initial Short North Parking Plan Summary

**Short North District Reinvestment**

The proposed Short North Parking Plan reinvests a portion of parking revenues into Short North neighborhood parking and mobility options.

**Ongoing Assessment of Plan**

Parking Plan includes embedded assessments after six months and every three months thereafter. Adjustments to parking regulations and processes will be modified based on need and demand.

### Proposed Short North Parking Plan Overview

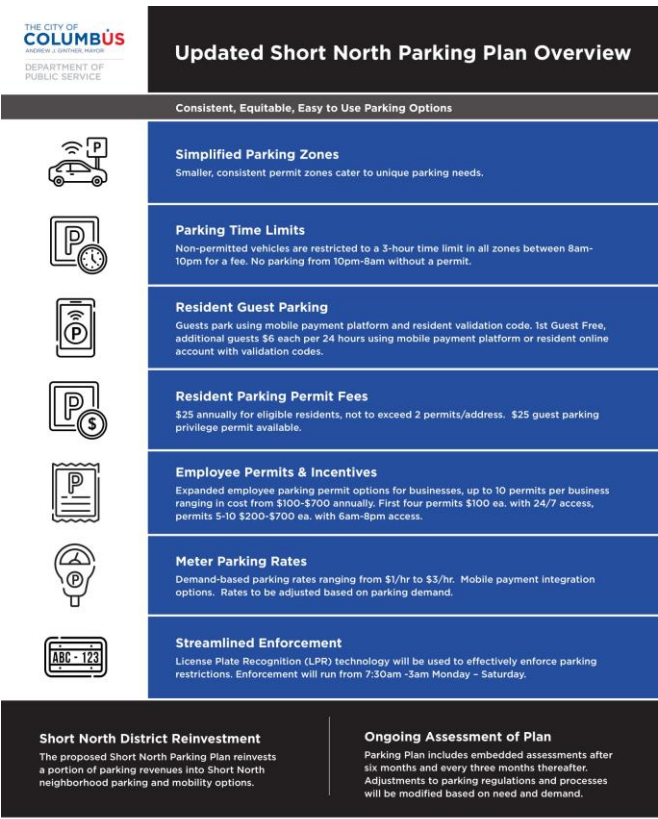
**Consistent, Equitable, Easy to Use Parking Options**

- Simplified Parking Zones**  
Creates an inner zone (A) near High Street corridor and Outer zones (B & C) on both sides of inner zone.
- Active Parking Management**  
Demand-based parking rates and access options for the Short North businesses, employees and visitors (e.g. parking garages, discounted remote parking, bus/transit service, car or bike share, hopper cart/shuttle, on-demand transportation).
- Parking Time Limits**  
Non-permitted vehicles are restricted to a 3-hour time limit in the inner zone from 8am to Midnight and in the Outer zones from 3pm to Midnight.
- Resident Parking Permit Fees**  
\$100 annually for eligible residents with guest parking privileges. \$25 annually for eligible residents without guest parking privileges.
- Resident Guest Parking**  
Guests park free using mobile payment platform and resident validation code - up to 2 guests per day.
- Employee Permits & Incentives**  
Two employee permits per business - one in the inner zone (\$100 annually) and one in the Outer zone (\$50 annually). Expanded options and availability of Alternative Access Programs.
- Meter Parking Rates**  
Demand-based parking rates ranging from \$1/hr to \$2/hr. Mobile payment integration options. Eliminates option to "feed the meter" beyond the parking time limit for that zone.
- Streamlined Enforcement**  
License Plate Recognition (LPR) technology will be used to effectively enforce parking restrictions.

For more information visit: [columbus.gov/publicservice/parking](http://columbus.gov/publicservice/parking)

The Proposed Parking Plan was presented to the public on April 4<sup>th</sup>, 2018. The Proposed Plan Detail Sheets are in Appendix B. The Community Meeting #1 Presentation can be found in Appendix C.

Final Short North Parking Plan



The final plan was presented to the public and the detailed plan documents were posted to the City’s website. The Final Plan detail sheets are in Appendix A. The presentation is in Appendix D.

## Engagement Process

RAMA Consulting and its partners launched a public engagement process to elicit feedback from a broad range of stakeholders in order to understand the current parking struggles in the neighborhood as well as the points of greatest concern to residents, businesses, and employees in the proposed parking plan. The process began with conducting a literature review and key interviews regarding the parking study, the Pilot Plan and its revisions, as well as the history of the previous engagement efforts. These efforts served as inputs for the development of a robust stakeholder engagement process for the proposed Short North Parking Plan. Visitors, employees, business owners, and residents of the Short North area were engaged through surveys, focus groups, and interviews about the current parking situation and the proposed Plan and its related elements.

### Survey

An electronic survey was deployed to gauge initial reactions to elements of the Proposed Plan. It was made available on a City of Columbus Department of Public Services (DPS) webpage designated for the Short North Parking Plan and administered using tablets in the Short North during peak visitor traffic events including The Arnold and Gallery Hop. Additionally, businesses in the Short North were identified to respond to parking specific survey questions as part of the annual Short North Alliance business survey. The survey was also emailed to a broad range of residents and organizations who participated in the previous planning effort as well as other neighborhood stakeholders through various list serves and e-blast.

### Focus Groups

Focus Groups were conducted with the following five stakeholder groups: employees, business owners, residents, large property owners and community-based organizations. The focus groups were designed to obtain richer data about the needs and experiences of different stakeholder groups through facilitated conversations to determine pain points and key themes. Stakeholders were invited to participate from a listing of residents, businesses, and organizations with past involvement in the engagement process; members of a previous Parking Work Group active from 2016 – 2017; and recommendations from the Short North Alliance (businesses and employees).

### Key Informant Interviews

Key informant interviews were conducted to elicit input from those individuals that are influencers in the area but do not necessarily live or do ongoing business in the Short North. Participants included organizations focused on city-wide business efforts/initiatives, developers, community-based organizations, and major property owners.

### Task Force

RAMA worked with the City to form a Short North Parking Task Force. The group consisted of resident, business, and employee stakeholders committed to solving the parking issues in the Short North with an equitable, easy to use Plan. Some of the Task Force members were also involved with the Parking Work Group, which included residents, commission and civic association members, the City and the Short North Alliance. Small business owners and employees of large businesses were included in the Task Force to insure adequate representation from this stakeholder group.

## Informational Collateral

Handouts and flyers (electronic and hard copy) were designed and distributed to help communicate awareness and knowledge of the Plan and related activities. The content included an overview of Plan elements, information about Community Meetings and Parking Summits, and instructions on how to provide feedback through a designated Parking Plan hotline and online form.

**Community Meetings** were designed to educate and level-set the community about the history of the Plan, detail Plan elements, and encourage participation in Parking Summits as additional opportunities to provide recommendations.

- Community Meeting #1 was conducted on April 4, 2018 at the Greater Columbus Convention Center. The City presented the Proposed Plan, its rationale, and the plan elements. After the presentation, a structured question and answer session allowed clarification of the Plan. The questions and answers were posted to the City's website.
- Community Meeting #2 was conducted May 10, 2018 at the Garden Theater. The City presented the Final Plan, its rationale, and the changes made to the Plan elements. After the presentation, a structured question and answer session allowed for clarification of the Plan. The questions and answers were posted to the City's website.

**Stakeholder Summits** were designed for active participation from the stakeholders to work in small groups to generate Plan improvements to be considered by the City before final recommendations were made. Following the Summits, the Short North Parking Task Force reviewed the improvements proposed to develop final recommendations to the City.

## Community Feedback Overview

### Survey Feedback

The surveys, built around elements of the Proposed Parking Plan, were developed to gain initial reaction on key elements of the Plan from key stakeholder groups – residents, metro visitors, out-of-town visitors, employees, and businesses. In collaboration with the Short North Alliance, feedback on elements of the Proposed Plan from businesses in the High Street corridor were gained through their annual SNA business owner survey.

The following are the key themes by stakeholder group. The full survey report is in Appendix E. The Short North Alliance Business Survey report is in Appendix F.

### Residents

- Parking in residential areas is difficult all weekend, including Sunday due to church congregations and brunch groups.
- Cars are left overnight during the weekend in residential areas, minimizing the amount of available spaces. Enforcement is needed 24/7 in permit zones.
- In general, residents are not concerned about meters on High St., as they use street parking off of High. They are less concerned if those are free at certain times and are even against demand-based metering.

- Visitors to the Short North need to be directed to garages and paid lots instead of residential streets. Additionally, developers need to be adding adequate parking for their tenants.
- Parking should be enforced past 10pm particularly on Friday and Saturday nights. There are safety concerns for residents coming home late at night and not being able to find parking near their homes.

***Interesting Insights:***

- Parking is especially difficult during the summer season due to an increased number of festivals and events.
- Enforce parking past 10pm at a reduced rate.
- When the city changed the enforcement time from 8pm to 10pm, parking on residential streets got worse.

**Employees**

- More free parking options are needed to accommodate residents, employees, and visitors.
- Sundays are slow and free parking is needed to encourage people to visit the Short North.
- Parking is expensive for employees, as a majority use street parking. 64% of employees responded that they use street parking, and 79% would not use a shuttle service, if it existed.
- A majority of employees are against parking enforcement on Sundays (89%) and enforcement after 10pm (90%).

**Visitors**

- 79% of visitors are against enforcement on Sundays. Respondents noted that free parking on Sunday encourages them to visit the Short North during the weekend to shop and dine. Without the free parking, several visitors claimed they would go elsewhere.
- 82% of respondents are against parking enforcement after 10pm. Considerations need to be made regarding drunk driving and enforcement times. There are concerns that people will be moving their cars while drunk after 10pm.

***Interesting Insights:***

- A majority of people, including employees, visitors, and residents, are parking on the side streets in residential areas. All groups are competing for these parking spots as opposed to using alternative options. This conflict needs resolved by the final parking plan.

**Businesses**

- When asked, "What were the greatest challenges you faced as a business owner in the Short North Arts District in 2017?" 50% respondents said it had something to do with parking.
- 76% of businesses do not support parking enforcement on Sunday's.
- 64% of businesses either do not think an employee shuttle would benefit themselves or their employees or have no need for a shuttle program.
- 60% of businesses are supportive of an increase in meter rates.
- Parking passes are only helpful if they allow employees to park close to their businesses.

## Focus Group Feedback

Focus groups were conducted with several major stakeholder groups in the Short North to receive in-person feedback in a small group setting that encouraged honest feedback. Residents were selected from the Parking Work Group, previous survey respondents, and segmented based on location in the Short North area in order to help ensure broad representation in each group. Business, employee, and community-based organization representatives were selected by location to gather feedback from all areas of the Short North, and by differing sizes of organization to gain perspectives from small and large employers in the area. Business, employee, and community-based organization focus groups were conducted during the day and resident groups were conducted in the evenings.

Six focus groups were scheduled with different stakeholder groups, as follows:

- 3 groups for residents
- 2 groups for business owners
- 1 group for employees

The following are themes from each stakeholder group. The full focus group report can be found in Appendix G.

### **Residents**

- Residents want more resident-only parking on the neighborhood streets.
- Residents want more flexibility with Guest Passes than what is outlined in the Plan.
- Cost of Meters (visitor parking) needs to exceed the cost in the garage in order to prevent visitors from parking on the neighborhood streets.
- Enforcement needs to be consistent and 24 hours (no midnight cutoff).
- Residents feel that increasing the rates for permits is unfair as it does not guarantee a parking space.

### **Employees**

- There must be safe and convenient options for employee parking.
- Convenient and easy to understand parking options are necessary for businesses to keep their customers.
- The lack of safety and property damage/ theft are major issues in the Short North.
- The Cbus should have an extended route and be presented as the preferred mode of transportation for Visitors coming through downtown.

### **Business Owners**

- The three-hour time limit on parking is too short.
- Businesses need more than two employee parking permits.
- Area need safe parking options for employees.
- Current signage/wayfinding is confusing and inadequate.

### **Community-Based Organizations**

- Concern that Sunday enforcement will deter people from attending worship services.
- Need improved signage.
- May cost out those that need help from the organizations with the cost of parking.

## Key Informant Interviews

The engagement team met with key informants in individual interviews to elicit their perspective on the current Short North Parking situation and on elements of the Proposed Plan. These individuals do not fall easily into the broader stakeholder categories, however due to the proposed Plan's potential impact on them they were provided with an opportunity to provide feedback.

The following are the key themes from the interviews. The full key informant interviews report can be found in Appendix H.

### Key Themes:

- The changes will take time for people to adopt.
- Lack of current signage makes parking confusing.
- Increase enforcement to 24/7.
- Increase visitor fees at meters so that close parking is the premium.
- Any shuttle program for employees must be efficient and cost effective.
- Area might not be designed for an "in and out" shopping/dining experience in which people are currently accustomed.

## Stakeholder Summit Feedback

Two parking summits were organized to allow residents, employees, and visitors an opportunity to participate in ideation sessions and create what they believed to be the best solutions to parking issues in the Short North. Each summit contained the same content and consisted of a presentation and break out session. During the break out session, attendees were given six prompts to brainstorm solutions. A total of 96 individuals attended the summits. Complete data received from the summits is detailed in Appendix I.

### Key Themes:

- Zones and Boundaries
  - Zone A is too large and needs to be divided at 5<sup>th</sup> Ave.
  - Make all zones paid parking.
- Resident Permits
  - Permit fees are too high.
  - Expand availability of permits for residents in multi-unit buildings.
- Guest Parking Privileges
  - Add more flexibility in number of guest passes.
  - Add flexibility in length of guest stay.
- Employee Permits
  - Scale permit fees to the number of employees in the business.
  - Allow parking in the same zone as the business.
- Visitor Parking
  - 3-hour time limits are appropriate.
  - Increase the parking rates during peak hours to encourage garage use.
  - Make all zones paid parking to discourage commuter parking in neighborhoods.

- Overall Plan Recommendations
  - Communication of the changes is vital to success.

### Online/Hotline Feedback Forms

A comment box was created on the Short North Parking Plan page and a hotline phone number was created to allow individuals to submit comments and questions online and by phone. Each submission was reviewed and addressed, if possible. A total of 197 submissions were received and are categorized in Appendix J.

#### Key Themes:

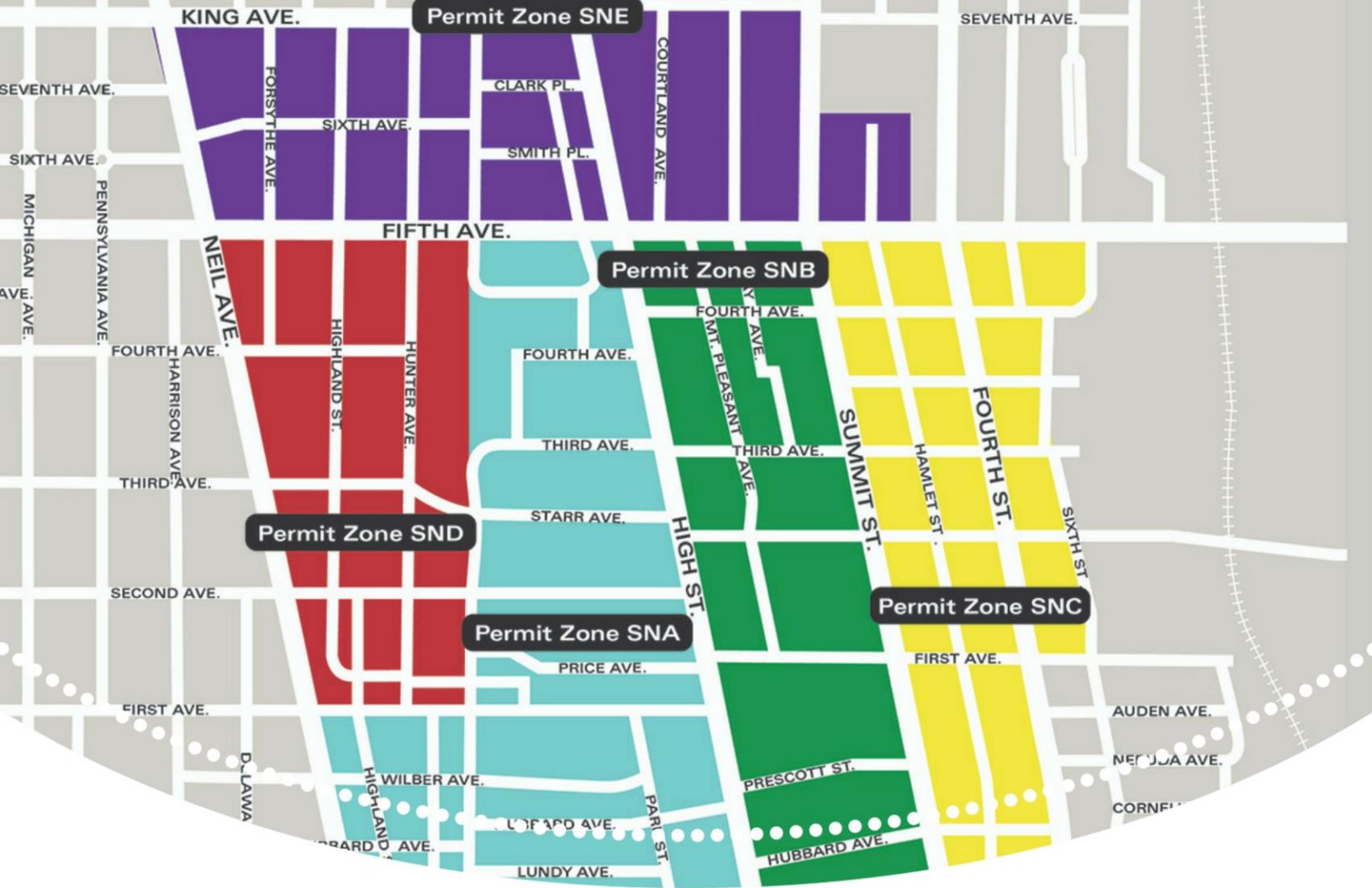
- Resident permits are too expensive.
- All zones should be paid parking to discourage commuter parking in neighborhoods.
- Neil Avenue should be included in the Plan.
- Residents in multi-unit buildings need eligibility for resident permits.
- Visitor rates need to be higher than the garages.
- Any plan must come with increased enforcement.

### Short North Parking Task Force Feedback

After all feedback was reviewed and synthesized, Plan provisions were adjusted by the engagement team and the Department of Public Service. These revisions were presented to the Short North Parking Task Force. The Plan provisions were discussed in depth to determine the appropriateness of the Plan or any adjustments that still needed to be made for the Plan to hit all four of the goals set forth by the City. The full Task Force report can be found in Appendix K.

#### Key Themes:

- Adjust the cost of business permits down to allow affordability for small business owners.
- Allow additional employee permits that are not 24hour permits to begin at 6am instead of 8am to allow for early workers (i.e. coffee shops and bakeries).
- Do not limit to the use of the guest parking permit for residents.
- Limit number of additional guest permits to 300 per year.
- Expand the SND zone further south to accommodate additional employees parking there.
- Allow for a low-income provision on resident permit fees.
- Messaging of the Plan should include examples to illustrate changes.



# SHORT NORTH PARKING PLAN FINAL DETAILS

[Appendix A: Final Plan Detail Sheet](#)





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# PLAN SUMMARY

SHORT NORTH



## BENEFIT DISTRICT

All revenue, after administrative and operating costs, will be shared with the district.



## HOURS

Meters: 8a - 10p

Permit Zones: Three-hour limit 8a - 10p | Permit only 10p - 8a



## RATES

Meters: \$1/hr from 8a - 3p | \$2/hr from 3p - 10p

Permit Zones: SNC & SND - \$1/hr from 8a - 3p & \$2/hr from 3p - 10p

SNA, SNB, & SNE - \$2/hr from 8a - 3p & \$3/hr from 3p - 10p



## PERMITS

Residential: 1/licensed driver with a maximum of 2/address

Employee: 10/business with time restrictions after 4 permits



## PERMIT FEES

Residential: \$25/permit & an additional \$25/address for guest privileges

Employee: \$100/permit for the first 4 permits and \$200-\$700 for permits 5 through 10



## GUEST PARKING

See plan details for more information.



## MOBILITY OPTIONS

Car Share: Revising rules & regulations to expand program.

Remote Parking: For employees downtown with parking operator.

Evening Service: Exploring shuttle options.



## ASSESSMENT

Initial 6 month stabilization period, then quarterly evaluation and modification.

Will Assess: rates, permit utilization, and mobility options. Rates will increase a quarter (\$0.25) per quarter (3 months) if needed.

# ZONES

## SHORT NORTH



## GOAL

Create consistent parking zones that are easily understandable to the parking public and can be efficiently enforced. Parking zones are utilized to better manage parking demand in a defined geographic area. Zones were drawn to incorporate varying parking demand, with high parking demand closer to High Street and lower parking demand away from High Street.

## ZONE MAP





## GOAL

Create a parking benefit district allowing parking revenues generated by the Short North Plan to be reinvested into Short North. Parking revenues can be used to reduce parking demand and increase mobility options for all users.

## COMMITTEE

- Short North Special Improvement District Executive Director
- Victorian Village Commission Chair or Designee
- Italian Village Commission Chair or Designee
- Short North Civic Association President or Designee
- Italian Village Society President or Designee
- Weinland Park Civic Association President or Designee
- University Area Commission Chair or Designee
- Assistant Director, Parking Services or Designee

## USE OF FUNDS

One-Hundred percent (100%) of all on-street annual parking revenue, after City operational and administrative expenses, from within the boundaries of the Short North parking program shall be designated on an annual basis to be used for the following parking and access related items including but not limited to:

- Managing existing parking inventory, including such measures as, but not limited to, parking evaluations, reconfigurations of existing on-street parking inventory, residential permit parking programs, employee parking programs, enforcement, and/or mitigation of any adverse effects resulting from the implementation of such program(s)
- Providing mobility information such as signing, marketing, and communicating the location, availability, cost, etc. of district wide parking options





## USE OF FUNDS

- Technology improvements to enhance parking such as pay-by-cell, pay-by-plate parking kiosks, and enforcement technology such as license plate readers.
- Promoting alternative forms of transportation to reduce parking demands (i.e. public transit, bicycling, and walking).
- Implementing programs that increase parking availability on time restricted and permitted streets.

A committee made up of local stakeholders and the City of Columbus will decide on an annual basis how to expend the benefit district funds.

Examples of allowable use of funds include but are not limited to:

- Retail validation program
- Employee mobility options (shuttle)
- Transportation Demand Management (TDM) tools
- Parking wayfinding
- COTA partnerships on service and fees
- Safety programs
- Branding and marketing campaigns



# RATES & RESTRICTIONS

SHORT NORTH



## GOAL

Encourage parking turnover and provide increased access to businesses and places of residence. Parking rates and time limit restrictions are utilized to manage parking demand in high demand areas.



## PARKING METERS

Parking meters located along High Street and adjacent side streets in front of non-residential uses will have the following parking rates and time restrictions (Sun. & Holidays excluded):

Rates: 8a-3p (\$1/hr), 3p-10p (\$2/hr), 10p-8a (Free)

Restrictions: 8a-10p (3 hr limit), 10p-8a (no limit)



## PERMIT DISTRICT

Streets without single space parking meters will have mobile payment implemented to facilitate visitor and resident guest parking options. Mobile payment rates and restrictions are as follows (Sunday and Holidays excluded):

### Zones SNA, SNB, SNE

Closest to High Street, Campus

#### Rates:

8a - 3p (\$2/hr)

3p - 10p (\$3/hr)

Permit exempt

#### Restrictions:

8a - 10p (3-hr limit, permit exempt)\*

10p - 8a (permit only)

### Zones SNC, SND

Furthest from High Street, Campus

#### Rates:

8a - 3p (\$1/hr)

3p - 10p (\$2/hr)

Permit exempt

#### Restrictions:

8a - 10p (3-hr limit, permit exempt)\*

10p - 8a (permit only)

\*on predominately residential streets; predominately non-residential street restrictions:

8a - 10p (3-hr limit) and 10p - 8a (unrestricted)



# ENFORCEMENT

SHORT NORTH



## GOAL

Effectively, efficiently enforce posted restrictions and ensure parkers are in compliance with posted and non-posted parking restrictions and rules. Inconsistent and inefficient enforcement will lead to less access to residences and businesses.

**ACTIVE, REGULAR  
ENFORCEMENT**



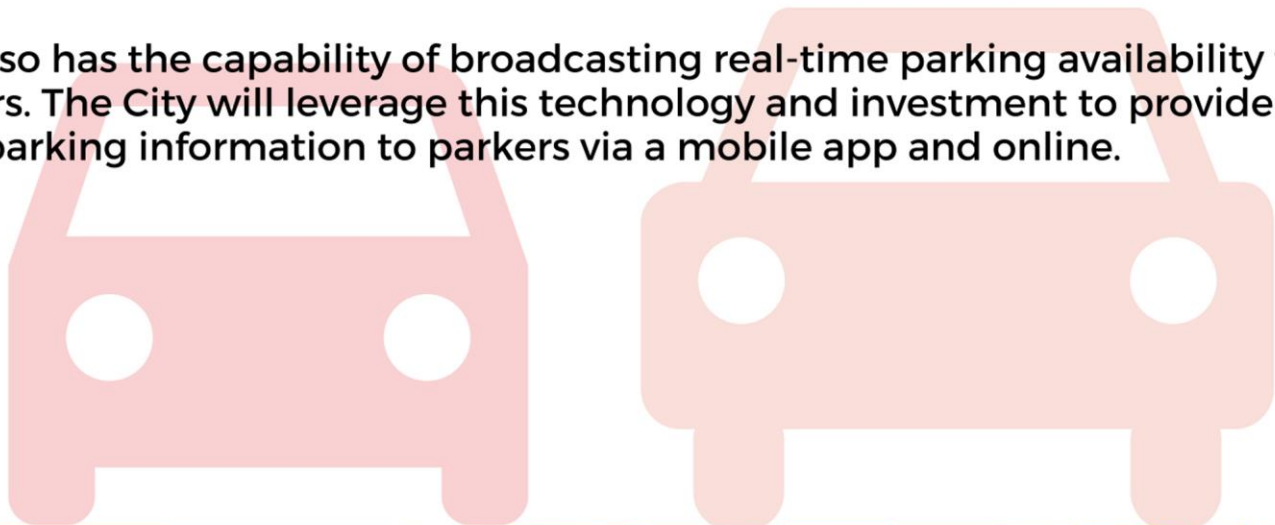
**7:30AM - 3:00AM  
MON. - SAT.**

## TECHNOLOGY

Columbus Parking Services staff will enforce with License Plate Recognition (LPR) technology equipped on vehicles. LPR allows for efficient and effective parking enforcement.

Enforcement officers will capture license plate images when digitally marking a vehicle for movement, identifying permit holders, and vehicles that have paid for parking. Images are purged daily from the system unless a vehicle is issued a parking citation. Images associated with a vehicle issued a parking citation will be attached to the citation as evidence of the parking infraction. Plate images are only captured for parking enforcement purposes, and are not transmitted to any agency or organization. These same images are currently taken manually by enforcement officers while issuing parking citations.

LPR also has the capability of broadcasting real-time parking availability to parkers. The City will leverage this technology and investment to provide real-time parking information to parkers via a mobile app and online.



# EMPLOYERS & EMPLOYEES

SHORT NORTH



## GOAL

Provide options to employers and employees in the Short North District through the implementation of an employee parking permit program and multi-pronged access programs.

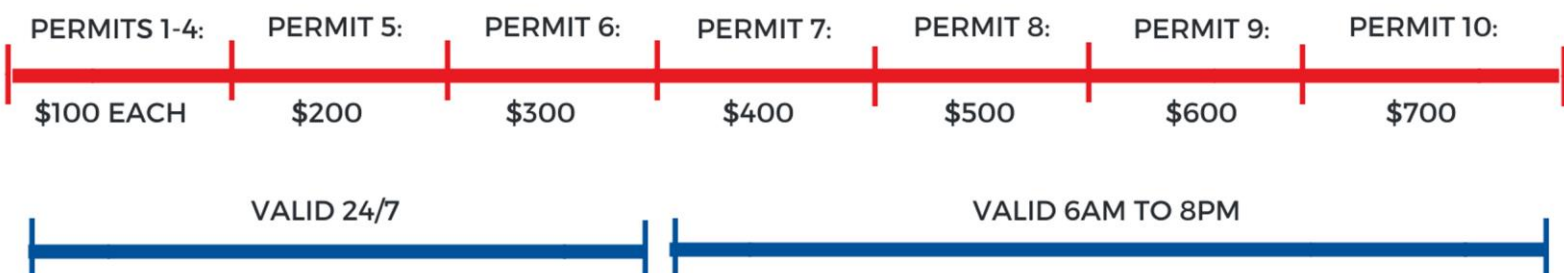
## ELIGIBILITY

All businesses located in the program zones that can produce a valid business filing with the Ohio Secretary of State and proof of property ownership or a lease (must be the primary lease holder). Those businesses located at a residence also eligible for permits must select to either be in the employee program or resident program, but cannot be in both.

## PARKING PROGRAMS

Employers in the Short North will be allowed, by individual address, up to ten (10) annual employee permits. Four (4) permits will be valid for the zone the business is located and valid twenty-four (24) hours per day, seven (7) days per week. The remaining six (6) permits will be valid from 6a-8p daily in the outer zone closest to the business location (SNC, SND). Permits will be associated with an individual license plate and no physical permit will be issued. A permit may have multiple license plates associated to it, however no more than one license plate/vehicle can park in the permit zone at any given time.

## FEES & LIMITS





## ACCESS PROGRAMS

The City of Columbus, in collaboration with its partners, has identified several access programs that provide employers and employees alternative options to parking in the Short North.

### ○ **Discounted Remote Parking:**

The City has worked with parking operators Downtown to offer a heavily discounted parking rate for employees after 3:30pm to park Downtown and utilize CBUS or other modes of transportation to access Short North. Employees should work directly with these parking operators to secure discounted remote parking.

### ○ **Bus/Transit:**

The City is exploring discount fare options with COTA to provide employees lower fares on COTA routes.

### ○ **Car Share:**

The City is working with new car share operators on providing increased car share options in the Short North for all user groups.

### **Shuttle:**

- The City is actively working with vendors to determine if shuttling employees to and from remote parking opportunities is an effective use of funds and time for the City and its partners

### **On-Demand Transportation Providers:**

- Work with partners to establish discounted rates for employees to utilize on-demand transportation options to and from their place of employment.

### **Bike Share:**

- The City will work with CoGo to determine if validated memberships and rides are options to present to employees and employers.



# RESIDENT PERMITTING

SHORT NORTH



## GOAL

Provide resident permit holders a reasonable expectation of finding a parking space within 2-3 blocks of their residence.

## ELIGIBILITY



Residential properties with 4 units or less:

- Entitled to 1 permit per licensed driver, not to exceed 2 permits per address
- Must prove residency through documentation



Residential properties with 5+ units built prior to 12/31/2008:

- Entitled to 1 permit per licensed driver, not to exceed 2 permits per address
- Must prove residency through documentation

## FEES

- \$25/permit annual fee per address for permits 1 & 2
- \$25/permit annual fee per address for guest parking privileges
- Discounted permits (\$10/permit) will be available through a low income provision.

## PERMIT RESTRICTIONS

### Zones SNA, SNB, SNE

Closest to High Street, Campus

#### Rates:

8a - 3p (\$2/hr)  
3p - 10p (\$3/hr)  
Permit exempt

#### Restrictions:

8a - 10p (3-hr limit, permit exempt)\*  
10p - 8a (permit only)

### Zones SNC, SND

Furthest from High Street, Campus

#### Rates:

8a - 3p (\$1/hr)  
3p - 10p (\$2/hr)  
Permit exempt

#### Restrictions:

8a - 10p (3-hr limit, permit exempt)\*  
10p - 8a (permit only)



# RESIDENT GUEST PRIVILEGES

SHORT NORTH



## GOAL

Provide guests of resident permit holders a reasonable expectation of finding a parking space within 2-3 blocks of where they are visiting residents.

## ELIGIBILITY

All residents that are eligible for residential permits are eligible to purchase a permit for resident guest privileges.



### GUEST PASS

Resident has the option to either validate license plate via an online account OR have guest validate via mobile application.

\$6 for a 24-hour pass.



### GUEST PERMIT

Resident will add license plate to their online account, which is also mobile optimized. Residents can validate one license plate at a time.

Included in \$25 annual fee

There is no daily limit for guest passes per day. However, there is a limit of 300 guest passes per year.



# VISITOR PARKING

SHORT NORTH



## GOAL

Provide easily accessible parking along the business corridor. Visitors and patrons to Short North are critical to the success of this vibrant arts and business district. Implementing time limits and pricing will ensure visitor parking is available where demand exceeds supply.

## PARKING METERS

Parking meters located along High Street and adjacent side streets in front of non-residential uses will have the following parking rates and time restrictions (Sun. & Holidays excluded):

Rates: 8a-3p (\$1/hr), 3p-10p (\$2/hr), 10p-8a (Free)

Restrictions: 8a-10p (3 hr limit), 10p-8a (no limit)

## TIME LIMIT AREAS

Commercial properties off of High Street and within the permit parking zones will have 3 hour posted restrictions from 8a-10p with no cost to the parker to encourage turnover for commercial uses.

## PERMIT DISTRICT

Visitor parking will be allowed in the permit district for up to 3 hours maximum between the hours of 8a-10p. Parking will be permit only all other times. An hourly rate will be assessed in all zones via mobile payment.

## OFF-STREET PARKING

It is recognized that on-street parking supply is one segment of the overall parking supply in the Short North. Hundreds of spaces are available for use off-street in lots and garages. The City will work closely with parking operators to align parking rates to encourage long-term parkers to utilize these off-street parking options.

## MOBILITY OPTIONS

The City, and its partners, encourage visitors to Short North to use other modes of transportation to access the district. COTA transit, ride share, bike share, car share, and the Cbus service are all options to visit the Short North.



# ASSESSMENT & EVALUATION

SHORT NORTH



## GOAL

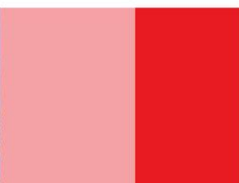
Utilize key performance indicators to assess and evaluate the success of the plan and decision making indicators for plan modifications.

The City will assess and evaluate the success of the plan on a quarterly basis after the pilot program has been implemented for six months, referred to as a stabilization period.

## PROCEDURE

Following a six month stabilization period, the City will assess and evaluate the success of the plan quarterly. The City will collect data (or request data from partners) to create a dashboard of key performance indicators including:

- On-Street Parking Occupancy: Physical Metered
- On-Street Parking Occupancy: Mobile Payment
- Permit Utilization: Resident Permits
- Permit Utilization: Resident Guest Permits
- Permit Utilization: Employees
- Mobility Utilization: Employer/Employee Options
- Financials: Operational Expenses vs. Program Revenues
- Off-Street Lot & Garage Occupancy



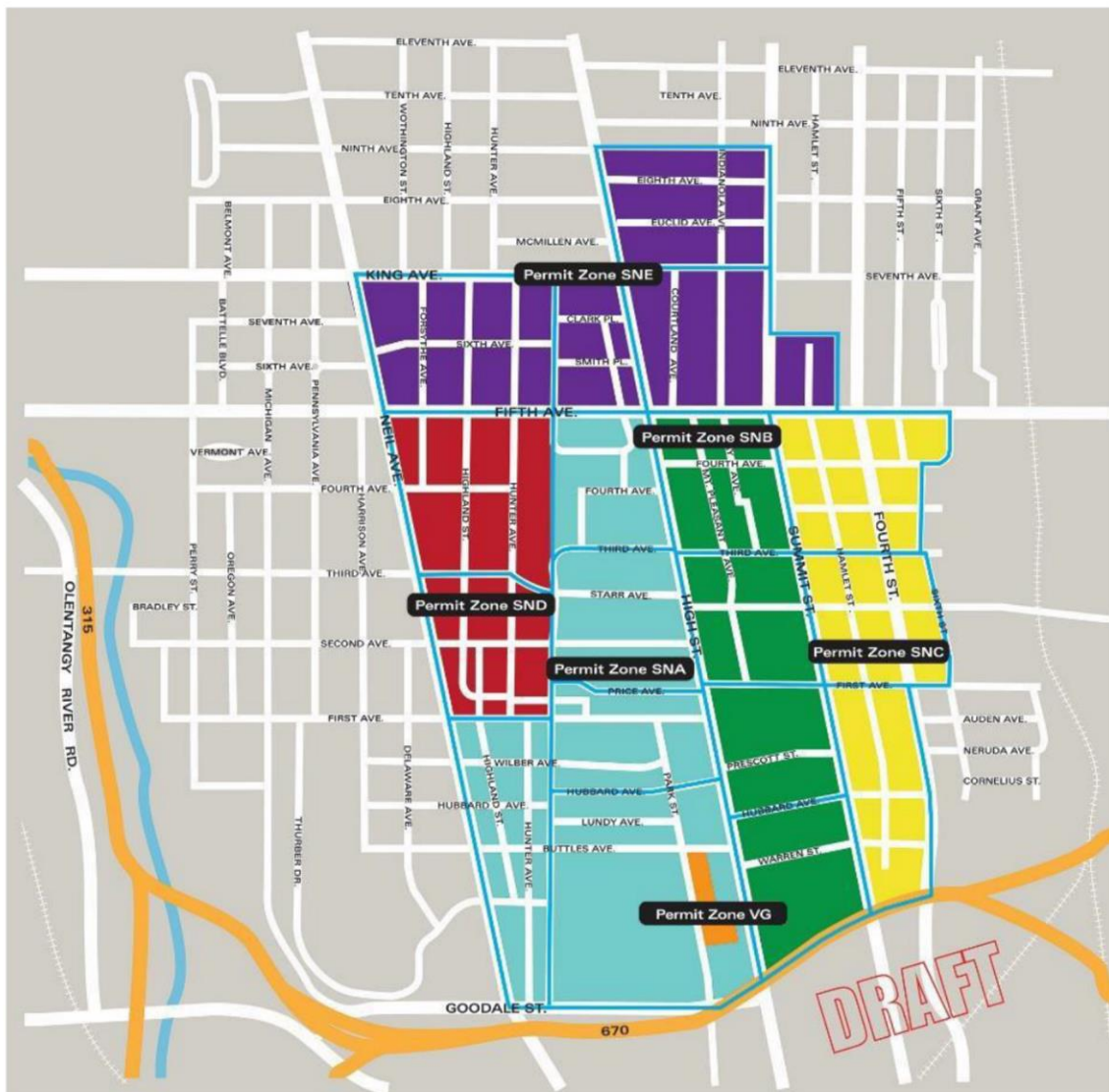


## DECISION MAKING INDICATORS

Several key performance indicators will inform City staff whether or not plan modifications are needed. While permit zones are intended to be larger to provide more consistency, smaller sub-zones within the large zones will be established for the purposes of evaluating on-street parking occupancy. These subzones will generally be 2-3 blocks in area and be identified by different mobile pay zone numbers on street signage.

The following indicators and associated success “rates” will be used in the plan assessment and evaluation process:

### SUB-ZONE MAP



# ASSESSMENT & EVALUATION

## SHORT NORTH



### ON-STREET PARKING OCCUPANCY: PHYSICAL METERED SPACES

Average parking occupancy will be collected at 12:00p and 7:00p - 9:00pm Monday through Saturday, holidays excluded.

- Avg. occ. **above 80%** will initiate a \$0.25/hr increase
- Avg. occ. **below 60%** will initiate a \$0.25/hr decrease
- Rates to be modified every 3 months to keep parking occupancy between 60% and 80%\*

### ON-STREET PARKING OCCUPANCY: TIME LIMIT AREAS

Average parking occupancy will be collected at 12:00p and 7:00p - 9:00pm Monday through Saturday, holidays excluded.

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- Avg. occ. **below 60%** will initiate modifications to time limit restrictions
- Rates to be modified every 3 months to keep parking occupancy between 60% and 80%\*

### ON-STREET PARKING OCCUPANCY: MOBILE PAYMENT ZONE

Average parking occupancy will be collected at 12:00p and 7:00p - 9:00pm Monday through Saturday, holidays excluded.

- Avg. occ. **above 80%** will initiate a \$0.25/hr increase
- Avg. occ. **below 60%** will initiate increased permit availability
- Rates to be modified every 3 months to keep parking occupancy between 60% and 80%\*

\*rates to be modified on a sub-zone level

\*time limit restrictions to be adjusted if rate adjustments do not provide goal of 60-80% occupancy

### PERMIT UTILIZATION (ALL PERMIT TYPES)

Permit utilization will be collected on a quarterly basis. Permit utilization will encompass the total number of permits issued in a timeframe as well as permits being utilized on-street at 12pm and 7- 9pm Monday-Saturday (holidays excluded). Average occupancy below 60% will initiate increased permit availability. Increased permit utilization could include additional employee permits available to employers on an annual or monthly basis as well as additional resident guest validations for resident permit holder guests.

### MOBILITY UTILIZATION

Mobility utilization figures will be collected from partners to determine the long-term feasibility of offering options to employers and employees.



# MISCELLANEOUS PROVISIONS

## SHORT NORTH



### SCHOOLS

City of Columbus Parking Services will work directly with schools in the program zones to identify parking needs for employees and visitors. Fees will apply, however limits may be waived based on specific need.



### CHURCHES

City of Columbus Parking Services will work directly with church organizations in the program zones to identify parking needs for employees and visitors. Fees will apply, however limits may be waived based on specific need.



### SHORT-TERM RENTALS

Short-term rental properties, such as Airbnb's and bed and breakfast, will be classified as residential properties and will fall under the residential property provisions of the permit program unless the owner can meet the requirements of the employee parking program.



### LANDLORDS/ PROPERTY OWNERS

Upon verifying ownership, property owners would be entitled Landlords to up to one (1) permit for the zone in which their property is located. No resident guest parking provision would be allowed. The cost of the permit would be \$25/annually.





# INITIAL PLAN PRESENTATION

## Appendix B: Initial Plan Detail Sheet





## TABLE OF CONTENTS

- Summary
- Zones
- Rates & Restrictions
- Benefit District
- Enforcement
- Employees
- Residents
- Guest Privileges
- Visitors
- Assessment & Evaluation
- Miscellaneous Plan Provisions



# PLAN SUMMARY

SHORT NORTH



## BENEFIT DISTRICT

All revenue, after administrative and operating costs, will be shared with the district.



## HOURS

Meters: 8a - 12a (midnight)

Inner Zone: 8a - 12a (3-hr visitor provision)

Outer Zone: 3p - 12a (3-hr visitor provision)



## RATES

Meters: \$1/hr until 3p | \$2/hr after 3p

Inner Zone: \$2/hr

Outer Zone: Free parking



## PERMITS

Residential: 2/household (1/household multi-family)

Employee: 2/business (1/zone)



## PERMIT FEES

Residential: \$25/permit (no visitors) or \$100/permit (with visitors)

Employee: \$100/permit for inner zone and \$50/permit in the outer zone



## GUEST PARKING

Up to 2 sessions/day validated by the resident (free guest parking)



## MOBILITY OPTIONS

Car Share: Revising rules & regulations to expand program.

Remote Parking: For employees downtown with parking operator.

Evening Service: Exploring shuttle options.



## ASSESSMENT

Initial 6 month stabilization period, then quarterly evaluation and modification.

Will Assess: rates, permit utilization, and mobility options. Rates will increase a quarter (\$0.25) per quarter (3 months) if needed.

# ZONES

## SHORT NORTH

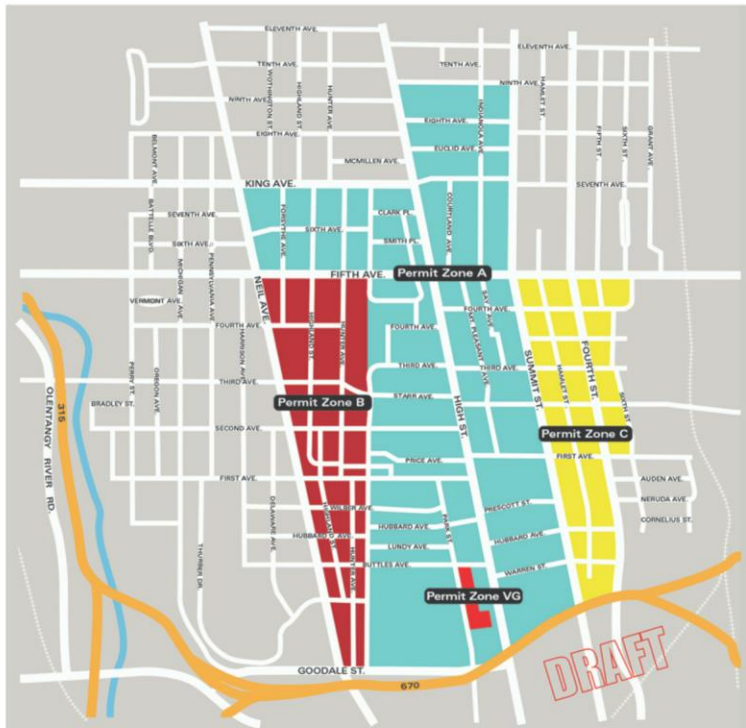


## GOAL

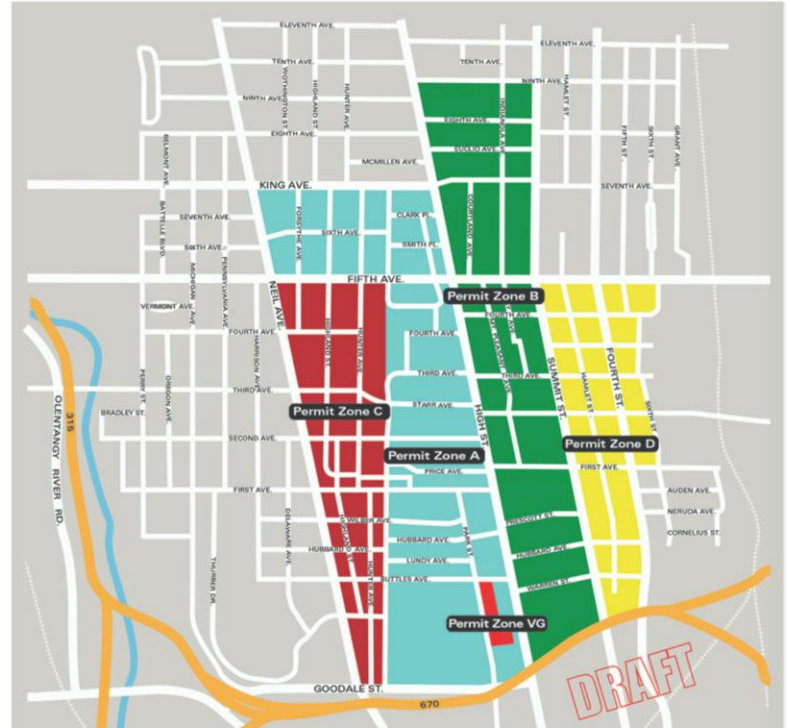
Create consistent parking zones that are easily understandable to the parking public and can be efficiently enforced. Parking zones are utilized to better manage parking demand in a defined geographic area. Zones were drawn to incorporate varying parking demand, with high parking demand closer to High Street and lower parking demand away from High Street.

## ZONE MAP OPTIONS

### THREE-ZONE OPTION



### FOUR-ZONE OPTION



# BENEFIT DISTRICT

SHORT NORTH



## GOAL

Create a parking benefit district allowing parking revenues generated by the Short North Plan to be reinvested into Short North. Parking revenues can be used to reduce parking demand and increase mobility options for all users.

## COMMITTEE

- Short North Alliance Executive Director
- Victorian Village Commission Chair
- Italian Village Commission Chair
- Short North Civic Association President
- Italian Village Society President
- Assistant Director, Parking Services

## USE OF FUNDS

One-Hundred percent (100%) of all on-street annual parking revenue, after City operational and administrative expenses, from within the boundaries of the Short North parking program shall be designated on an annual basis to be used for the following parking and access related items including but not limited to:

- Managing existing parking inventory, including such measures as, but not limited to, parking evaluations, reconfigurations of existing on-street parking inventory, residential permit parking programs, employee parking programs, enforcement, and/or mitigation of any adverse effects resulting from the implementation of such program(s)
- Providing mobility information such as signing, marketing, and communicating the location, availability, cost, etc. of district wide parking options





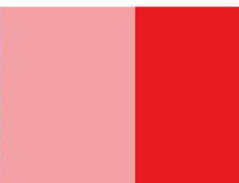
## USE OF FUNDS

- Technology improvements to enhance parking such as pay-by-cell, pay-by-plate parking kiosks, and enforcement technology such as license plate readers.
- Promoting alternative forms of transportation to reduce parking demands (i.e. public transit, bicycling, and walking).
- Implementing programs that increase parking availability on time restricted and permitted streets.

A committee made up of local stakeholders and the City of Columbus will decide on an annual basis how to expend the benefit district funds.

Examples of allowable use of funds include but are not limited to:

- Retail validation program
- Employee mobility options (shuttle)
- Parking wayfinding
- COTA partnerships on service and fees
- Safety programs
- Branding and marketing campaigns



# RATES & RESTRICTIONS

SHORT NORTH



## GOAL

Encourage parking turnover and provide increased access to businesses and places of residence. Parking rates and time limit restrictions are utilized to manage parking demand in high demand areas.



## PARKING METERS

Parking meters located along High Street and adjacent side streets in front of non-residential uses will have the following parking rates and time restrictions (Sun. & Holidays excluded):

Rates: 8a-3p (\$1/hr), 3p-12a (\$2/hr), 12a-8a (Free)

Restrictions: 8a-12a (3 hr limit), 12a-8a (no limit)



## PERMIT DISTRICT

Streets without single space parking meters will have mobile payment implemented to facilitate visitor and resident guest parking options. Mobile payment rates and restrictions are as follows (Sunday and Holidays excluded):

### Inner Zone

Closest to High Street

#### Rates:

12a - 8a (free)

8a - 12a (\$2/hr)

Permit exempt

#### Restrictions:

12a - 8a (no limit)

8a - 12a (3-hr limit)

Permit exempt\*

### Outer Zone

Furthest from High Street

#### Rates:

12a - 3p (free)

3p - 12a (free)

Permit exempt

#### Restrictions:

12a - 3p (no limit)

3p - 12a (3- hr limit)

Permit exempt

\*on predominately residential streets; predominately non-residential street restrictions:  
8a - 10p (3-hr limit) and 10p - 8a (unrestricted)



# ENFORCEMENT

SHORT NORTH



## GOAL

Effectively, efficiently enforce posted restrictions and ensure parkers are in compliance with posted and non-posted parking restrictions and rules. Inconsistent and inefficient enforcement will lead to less access to residences and businesses.

ACTIVE, REGULAR  
ENFORCEMENT



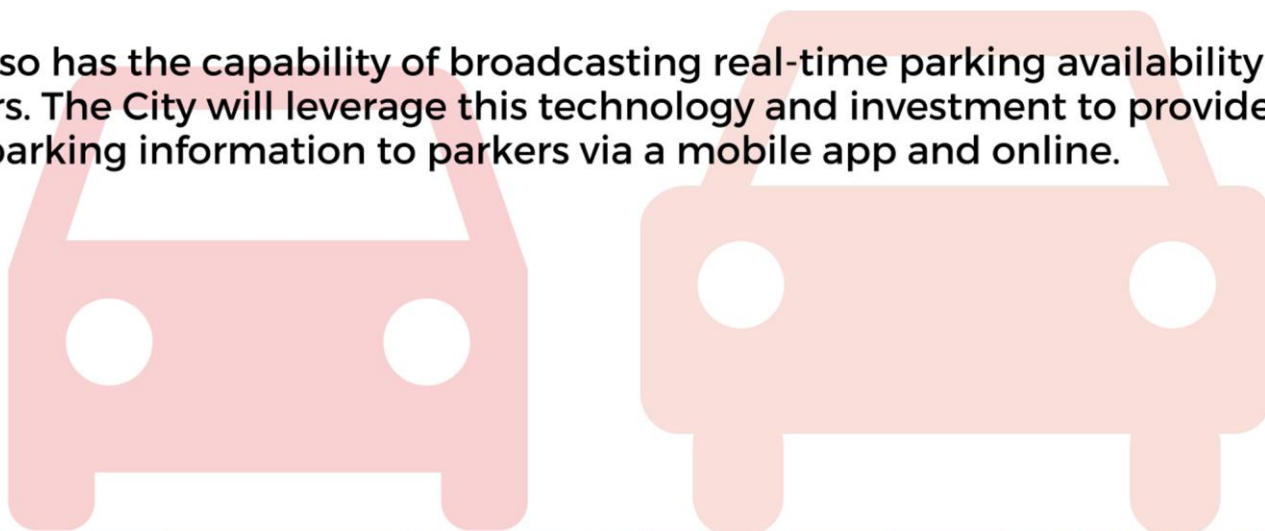
8:00AM - 12:30AM  
MON. - SAT.

## TECHNOLOGY

Columbus Parking Services staff will enforce with License Plate Recognition (LPR) technology equipped on vehicles. LPR allows for efficient and effective parking enforcement.

Enforcement officers will capture license plate images when digitally marking a vehicle for movement, identifying permit holders, and vehicles that have paid for parking. Images are purged daily from the system unless a vehicle is issued a parking citation. Images associated with a vehicle issued a parking citation will be attached to the citation as evidence of the parking infraction. Plate images are only captured for parking enforcement purposes, and are not transmitted to any agency or organization. These same images are currently taken manually by enforcement officers while issuing parking citations.

LPR also has the capability of broadcasting real-time parking availability to parkers. The City will leverage this technology and investment to provide real-time parking information to parkers via a mobile app and online.



# EMPLOYERS & EMPLOYEES

SHORT NORTH



## GOAL

Provide options to employers and employees in the Short North District through the implementation of an employee parking permit program and multi-pronged access programs.

## ELIGIBILITY

All businesses located in the program zones that can produce a valid business filing with the Ohio Secretary of State and proof of property ownership or a lease (must be the primary lease holder). Those businesses located at a residence also eligible for permits must select to either be in the employee program or resident program, but cannot be in both.

## PARKING PROGRAMS

Employers in the Short North will be allowed, by individual address, up to two (2) annual employee permits. One permit will be valid for the zone closest to High Street (Dennison to Summit) and one permit will be valid for the zone furthest away from High Street (west of Dennison, east of Summit).

Permits will be associated with an individual license plate and no physical permit will be issued. A permit may have multiple license plates associated to it. However, no more than one license plate/vehicle can park in the permit zone at any given time.

## FEES

Annual permits in the inner zone will cost \$100. Annual permits in the outer zone(s) will cost \$50.

## AVAILABILITY

Monthly employee permits will be available for sale based on parking occupancies observed in each zone and sold at the sole discretion of the City of Columbus, Parking Services Division. City determination would factor in historic availability of parking spaces within the zone and permit utilization by current resident and employee permit holders.





## ACCESS PROGRAMS

The City of Columbus, in collaboration with its partners, has identified several access programs that provide employers and employees alternative options to parking in the Short North.

### ○ **Discounted Remote Parking:**

The City has worked with parking operators Downtown to offer a heavily discounted parking rate for employees after 3:30pm to park Downtown and utilize CBUS or other modes of transportation to access Short North. Employees should work directly with these parking operators to secure discounted remote parking.

### ○ **Bus/Transit:**

The City is exploring discount fare options with COTA to provide employees lower fares on COTA routes.

### ○ **Car Share:**

The City is working with existing and new potential car share operators on providing increased car share options in the Short North for all user groups.

### ○ **Shuttle:**

The City is actively working with vendors to determine if shuttling employees to and from remote parking opportunities is an effective use of funds and time for the City and its partners

### ○ **On-Demand Transportation Providers:**

Work with partners to establish discounted rates for employees to utilize on-demand transportation options to and from their place of employment.

### ○ **Bike Share:**

The City will work with CoGo to determine if validated memberships and rides are options to present to employees and employers.



# RESIDENT PERMITTING

SHORT NORTH



## GOAL

Provide resident permit holders a reasonable expectation of finding a parking space in the zone in which they reside.

## ELIGIBILITY



Residential properties with 4 units or less:

- Entitled to 1 permit per vehicle, not to exceed 2 permits per household/address
- Must prove residency through documentation



Residential properties with 4+ units and built before 2005:

- Entitled to 1 permit per vehicle, not to exceed 1 permit per household/address
- Must prove residency through documentation

## FEES

- \$25/permit annual fee per address without guest parking privileges
- \$100/permit annual fee per address with guest parking privileges

## PERMIT RESTRICTIONS

### Inner Zone

Closest to High Street

#### Rates:

12a - 8a (free)  
8a - 12a (\$2/hr)  
Permit exempt

#### Restrictions:

12a - 8a (no limit)  
8a - 12a (3-hr limit)  
Permit exempt

### Outer Zone

Furthest from High Street

#### Rates:

12a - 3p (free)  
3p - 12a (free)  
Permit exempt

#### Restrictions:

12a - 3p (no limit)  
3p - 12a (3-hr limit)  
Permit Exempt



# RESIDENT GUEST PRIVILEGES

SHORT NORTH



## GOAL

Provide guests of resident permit holders a reasonable expectation of finding a parking space within 2-3 blocks of where they are visiting residents.

## ELIGIBILITY

All residents with active permit accounts (permit holders) in properties with 3 or less units are eligible for the guest permitting provision. Those active permit accounts (permit holders) in properties with 4 or more units are NOT eligible for the guest permitting provision.



### ACCESS

Resident guests will utilize the mobile payment platform to access guest parking privileges. Resident guests will proceed with a transaction via the parking app and enter a validation code from the resident they are visiting.

No more than 2 concurrent parking sessions can occur in a one-day period per active resident permit account. Additional guests will utilize the same mobile payment platform and pay market rate for their parking stay.

Active resident permit account holders are eligible for up to 300 guest parking sessions in one calendar year.



### FEES

All fees are for up to one calendar day. A new day begins at 8a. Guests park free with up to 2 concurrent guest parking sessions. Additional validated sessions may be issues based on observed parking occupancy.



# VISITOR PARKING

SHORT NORTH



## GOAL

Provide easily accessible parking along the business corridor. Visitors and patrons to Short North are critical to the success of this vibrant arts and business district. Implementing time limits and pricing will ensure visitor parking is available where demand exceeds supply.

## PARKING METERS

Parking meters located along High Street and adjacent side streets in front of non-residential uses will have the following parking rates and time restrictions (Sun. & Holidays excluded):

Rates: 8a-3p (\$1/hr), 3p-12a (\$2/hr), 12a-8a (free)  
Restrictions: 8a-12a (3-hr limit), 12a-8a (no limit)

## PERMIT DISTRICT

Visitor parking will be allowed in the permit district for up to a 3-hour maximum between the hours of 8a-12a (Inner Zone), 3p-12a (Outer Zone). Parking will be unrestricted all other times. A \$2/hr rate will be assessed in the Inner Zone closest to High Street via mobile payment.

## OFF-STREET PARKING

It is recognized that on-street parking supply is one segment of the overall parking supply in the Short North. Hundreds of spaces are available for use off-street in lots and garages. The City will work closely with parking operators to align parking rates to encourage long-term parkers to utilize these off-street parking options.

## MOBILITY OPTIONS

The City, and its partners, encourage visitors to Short North to use other modes of transportation to access the district. COTA transit, ride share, bike share, car share, and the Cbus service are all options to visit the Short North.



# ASSESSMENT & EVALUATION

SHORT NORTH



## GOAL

Utilize key performance indicators to assess and evaluate the success of the plan and decision making indicators for plan modifications.

The City will assess and evaluate the success of the plan on a quarterly basis after the pilot program has been implemented for six months, referred to as a stabilization period.

## PROCEDURE

Following a six month stabilization period, the City will assess and evaluate the success of the plan quarterly. The City will collect data (or request data from partners) to create a dashboard of key performance indicators including:

- On-Street Parking Occupancy: Physical Metered
- On-Street Parking Occupancy: Mobile Payment
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- Financials: Operational Expenses vs. Program Revenues
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## DECISION MAKING INDICATORS

Several key performance indicators will inform City staff whether or not plan modifications are needed. While permit zones are intended to be larger to provide more consistency, smaller sub-zones within the large zones will be established for the purposes of evaluating on-street parking occupancy. These subzones will generally be 2-3 blocks in area and be identified by different mobile pay zone numbers on street signage.

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Average parking occupancy will be collected at 12:00p and 7:00p - 9:00pm Monday through Saturday, holidays excluded.

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- Avg. occ. **below 60%** will initiate increased permit availability
- Rates to be modified every 3 months to keep parking occupancy between 60% and 80%\*

\*rates to be modified on a per block level



# ASSESSMENT & EVALUATION

SHORT NORTH



## PERMIT UTILIZATION (ALL PERMIT TYPES)

Permit utilization will be collected on a quarterly basis. Permit utilization will encompass the total number of permits issued in a timeframe as well as permits being utilized on-street at 12pm and 7- 9pm Monday-Saturday (holidays excluded). Average occupancy below 60% will initiate increased permit availability. Increased permit utilization could include additional employee permits available to employers on an annual or monthly basis as well as additional resident guest validations for resident permit holder guests.

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Mobility utilization figures will be collected from partners to determine the long-term feasibility of offering options to employers and employees.



# MISCELLANEOUS PROVISIONS

## SHORT NORTH



### SCHOOLS

City of Columbus Parking Services will work directly with schools in the program zones to identify parking needs for employees and visitors. Fees will apply, however limits may be waived based on specific need.



### CHURCHES

City of Columbus Parking Services will work directly with church organizations in the program zones to identify parking needs for employees and visitors. Fees will apply, however limits may be waived based on specific need.



### SHORT-TERM RENTALS

Short-term rental properties, such as Airbnb's and bed and breakfast, will be classified as residential properties and will fall under the residential property provisions of the permit program unless the owner can meet the requirements of the employee parking program.



### LANDLORDS/ PROPERTY OWNERS

Upon verifying ownership, property owners would be entitled Landlords to up to one (1) permit for the zone in which their property is located. No resident guest parking provision would be allowed. The cost of the permit would be \$25/annually.





# SHORT NORTH PARKING PLAN COMMUNITY MEETING #1

## Appendix C: Initial Plan Presentation





## Short North Parking Plan Community Meeting 4 April 2018

THE CITY OF  
**COLUMBUS**  
ANDREW J. GANTHER, MAYOR

## WELCOME

- Meeting Purpose: *Share detailed information on the Proposed Plan Recommendations*
  - Review proposed plan
  - Review community outreach process
  - Overview some early feedback
  - Questions

## COMMUNITY ENGAGEMENT PROCESS OVERVIEW

The Short North Parking Strategic Facilitation project led by RAMA focuses on research, engagement, and consensus-building by working with a diverse set of stakeholders to finalize a comprehensive parking recommendation for the Short North Neighborhood.



## TASK FORCE MEMBERS

Name	Group Affiliation
Marianne Lennan	Short North Small Business Owner
Sam Schallier	Short North Business
Jeff Smith	Resident – Short North Civic Association
Marc Conte	Resident – Victorian Village Commission
Rex Hagerling	Resident – Italian Village Commission
Kathy Rhinehart	Community Representative
Jayne Bocija	Community Representative
Jennifer Wooster-McBride	Community Representative
Annie Bowlin	Short North Business
Rory Krupp	Weinland Park Civic
Georgia Alexander	Short North Business
Betsy Pandora	Short North Alliance
Matthew Harrison	University District Commission
Daniel Koch	Short North Small Business Owner
Robert Ferrin	City of Columbus
Jon Hender	City of Columbus

## A FEW REMINDERS

- Be respectful & solutions focused
- Written questions specific to plan elements/process
  - As many questions tonight as possible within time
  - All questions will be answered this week. Posted to the website and available at the Summits
- Actionable solutions/comments are welcome ANYTIME
  - Parking Summits (This Saturday/Next Tuesday)
  - Online Form/Via Phone
- This is not a public hearing



## CURRENT PLAN RECOMMENDATIONS

- Why manage parking?
- Why create a plan?
- How did we get here?
- Where are we headed?
  - Plan Recommendations
  - Implementation Timeline



## WHY MANAGE PARKING IN SHORT NORTH?

- Parking (& access) demand has exceeded supply
- Facilitate access to residents & businesses
- Reduce traffic congestion
- Provide mobility options
- Valuable public resource



## PARKING MANAGEMENT STEPS

1. **Demand** - transit, ride, bike, car sharing
2. **Location** - wayfinding, shared parking
3. **Timing** - time limits, hours of operation, permits
4. **Pricing** - variable pricing, on-street vs. off-street
5. **Supply** - expensive, least desirable

## WHY CREATE A PLAN?

- Multiple user groups
  - residents, resident guests, businesses, employees, visitors
- Fragmented existing conditions / restrictions
- Future growth & development opportunities
- Short North's success is vital to the City's success

## HOW DID WE GET HERE?

- |         |                                                      |
|---------|------------------------------------------------------|
| 2014-15 | Nelson Nygaard Plan                                  |
| 2016-17 | Special Parking Area<br>"In-Lieu Fee Program"        |
| 2017-18 | Short North Parking Plan<br>"Permit Parking Program" |

## PLAN APPROVAL PROCESS

STEP ONE

- Most plan elements are governed by Director of Public Service Rules & Regulations
  - Meter Rate Adjustment
  - Permit Program Policies
  - Benefit District Policies
- These rules and regulations are being finalized and will be available for public review next week on the City's website

## PLAN APPROVAL PROCESS

STEP  
TWO

- Some plan elements will require a code change, to be considered by City Council as part of an overall parking code change overhaul. They include:
  - Creation of a parking benefit district
  - Redefining what a parking meter is to allow for mobile payment
- City Council will consider these and other city-wide code changes in May
- City Council will not be approving the plan as part of this consideration
- 90-95% of the plan can be implemented under existing or revised Public Service rules and regulations

## PLAN RECOMMENDATIONS

- Goals
- Zones
- Rates & Restrictions
- Benefit District
- Enforcement
- Employees
- Residents
- Guests
- Visitors
- Assessment & Evaluation

## PLAN GOALS



Customer Focused  
Equitable  
Consistent  
Leverage Mobility Options



## RATES AND REGULATIONS

- Inner Zone:** 8a-12a (\$2/hr, 3 hr max) permit exempt
  - Encourages metered parking & garage parking utilization
- Outer Zone:** 3p-12a (3 hr max) permit exempt
  - Less Demand Area, allows for daytime parking

## BENEFIT DISTRICT

- Similar goals of Special Parking Area Fund
- 100% revenue (after operational expenses) go to District
- Committee recommends projects to Public Service
- Currently drafting Pro-Forma (revenues & expenses)
- Funds to be used on:
  - Mobility Options
  - Parking Enhancements
  - Other Transportation needs



## PARKING ENFORCEMENT

- Anticipate utilizing existing staff, expand if needed
- Active enforcement - 8am-12:30 am Mon-Sat
- Utilize License Plate Recognition (LPR)
  - Can enforce more efficiently
  - Only see personal information from permit holders
  - Can not access personal information from visitors
  - Benefit of broadcasting parking information

## EMPLOYEE PARKING, PERMITS & ACCESS

- 2 permits provided per business
  - 1 permit for inner zone, 1 permit for outer zone
  - By plate permit flexibility
- \$100/year (inner), \$50/year (outer)
- Late night mobility service proposed
  - Currently working with partners on solutions
- Outer zone restrictions allow for daytime parking



## EMPLOYEE PARKING OPTIONS

Daytime Employee (before 3PM)	Evening Employee
<ul style="list-style-type: none"> <li>▪ Use 1 of 2 employee passes</li> <li>▪ Park in outer zone for free</li> <li>▪ Use street parking (for less than 3 hours)</li> <li>▪ Park in nearby garages</li> </ul>	<ul style="list-style-type: none"> <li>▪ Use 1 of 2 employee passes</li> <li>▪ Use downtown garages and employee shuttle</li> <li>▪ Use street parking (for less than 3 hours)</li> <li>▪ Park in nearby garages</li> </ul>



## RESIDENT PARKING OPTIONS

- Purchase a \$25 on street permit for your zone
- Purchase a \$100 on street permit for your zone with guest privileges
- Off street parking
- Private spots provided by your building



## RESIDENT PERMIT PARKING

### 3 Units or Less

2 permits/address  
2 guest sessions/day  
- \$25/yr (w/o guest)  
- \$100/yr (w/guest)

### 4 Units or More\*

1 permit/address  
0 guest sessions  
- \$25/yr

Permits to be "by plate" with no stickers

- \* 4 units or more buildings that do not have adequate off-street parking
- \* 4 units or more buildings built in or after 2005 are not eligible for permits

## RESIDENT GUEST PARKING OPTIONS

- Use the guest access code provided by the resident and park in their zone for free for 24 hours
- Follow visitor parking guidelines for on street and meter parking
- Park in a Short North Garage



## RESIDENT GUEST PARKING

- 2 validated (free) sessions/day for eligible permit holders
- Guest would initiate process via mobile app
- Resident permit holder would provide validation code to guest
- Limit of 300 sessions / year
- Exploring fee for additional sessions/day or sessions/year
- Guests could park for up to 3 hours under visitor provision

## VISITOR PARKING OPTIONS



- 3 hour on street parking
- Park in a Short North garage/ lot

## SHORT NORTH VISITOR PARKING & ACCESS

- **Parking Meters:** 8a-3p (\$1/hr), 3p-12a (\$2/hr)  
– Meter feeding question for discussion
- **Inner Zone:** 8a-12a (\$2/hr, 3 hr max) permit exempt  
– Encourages metered parking & garage parking utilization
- **Outer Zone:** 3p-12a (3 hr max) permit exempt  
– Less Demand Area, allows for daytime parking
- Meters remain as is, all other areas mobile payment

## PLAN RECOMMENDATION SUMMARY

<u>If you are a(n)...</u>	<u>These are your parking options</u>
Resident	On-street permit program (\$25-\$100) Off-street parking
Resident Guest	On-street permit program, 3 hour parking (\$2/hr)
Visitor	3 hour on-street parking (\$1-\$2/hr), Garage/lot parking (rates vary)
Employee	On-street permit program (\$50-\$100), Remote Parking/Shuttle

## PLAN ASSESSMENT & EVALUATION

Nov 2018	Implementation
May 2019	1 <sup>ST</sup> Evaluation Period
Aug 2019	2 <sup>ND</sup> Evaluation Period (quarterly thereafter)
GOAL	Maintain 60-80% avg. occupancy
ADJUST	Rates, Permits, Time Limits

## IMPLEMENTATION TIMELINE

April 4	Public Meeting #1
April 7/10	Planning Summits
May 10	Public Meeting #2
May	Council Action
November	Plan Implemented

## QUESTIONS?

Please complete cards and pass them to the end of your aisle

## Q&A: UNDERSTANDING THE PROPOSED PLAN

- What elements are not as clear?
- What main concerns do you/your constituency have?
- General Questions?

## COMMUNITY ENGAGEMENT PROCESS OVERVIEW

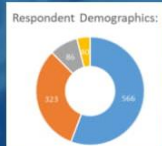
- Community Engagement Work to Date
- Early Feedback Highlights
- Ongoing Engagement Opportunities

## How You Engaged So Far...



## STAKEHOLDER FEEDBACK

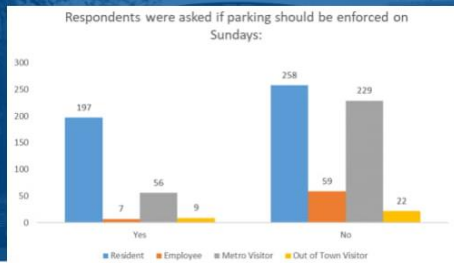
- Survey – 1,015 Respondents
  - 566 Residents
  - 86 Employees
  - 323 Metro Visitors
  - 40 Out of Town Visitors
- Business Survey (Via SNA) – 78 Respondents



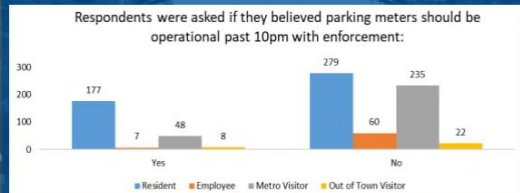
## COMBINED SURVEY RESPONSES



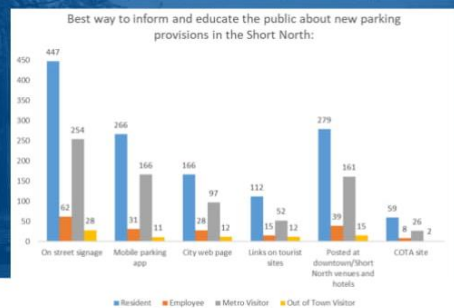
## COMBINED SURVEY RESPONSES



## COMBINED SURVEY RESPONSES



## COMBINED SURVEY RESPONSES



## FOCUS GROUP THEMES

RESIDENTS	EMPLOYEES	BUSINESSES	INTERVIEWS
Resident-only neighborhood parking	Safe parking near business (ideally in neighborhoods)	Increased number of parking permits	Better signage/ proper education and adoption period
Increase meter rates to exceed cost of garages	Convenient customer parking	Increase in meter time length	Increase visitor fees at meters so that close parking is the premium
24/7 Enforcement	Improved safety	Safe convenient employee parking options	24/7 Enforcement
More guest parking options	Increased public transportation for visitors	Better signage / wayfinding	Any shuttle program for employees must be efficient and cost effective

## WHAT'S NEXT?

## SHARE YOUR SOLUTIONS!

### SHORT NORTH PARKING SUMMIT

Bring your ideas about how to improve the Short North Parking Plan.

Attend ONE of the following:

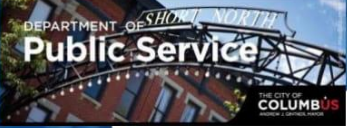
**Parking Summit #1**  
Saturday, April 7th  
8:30 am - NOON  
Greater Columbus Convention Center  
Short North Ballroom

**Parking Summit #2**  
Tuesday, April 10th  
8:00 am - 10:30 am  
Greater Columbus Convention Center  
Short North Ballroom

All each planning summit you can learn about the proposed changes to parking in the Short North, listen to the parking concerns of your neighbors and work together on improving the plan's recommendations.

**COLUMBUS**  
Greater Columbus Convention Center  
1000 East Third Street  
Columbus, OH 43260  
614.622.1222

**COMMUNITY MEETING #2**



**Thursday, May 10th, 2018**

Northside Library  
1623 North High St, 43201  
Meeting is from 6:00 - 7:30pm

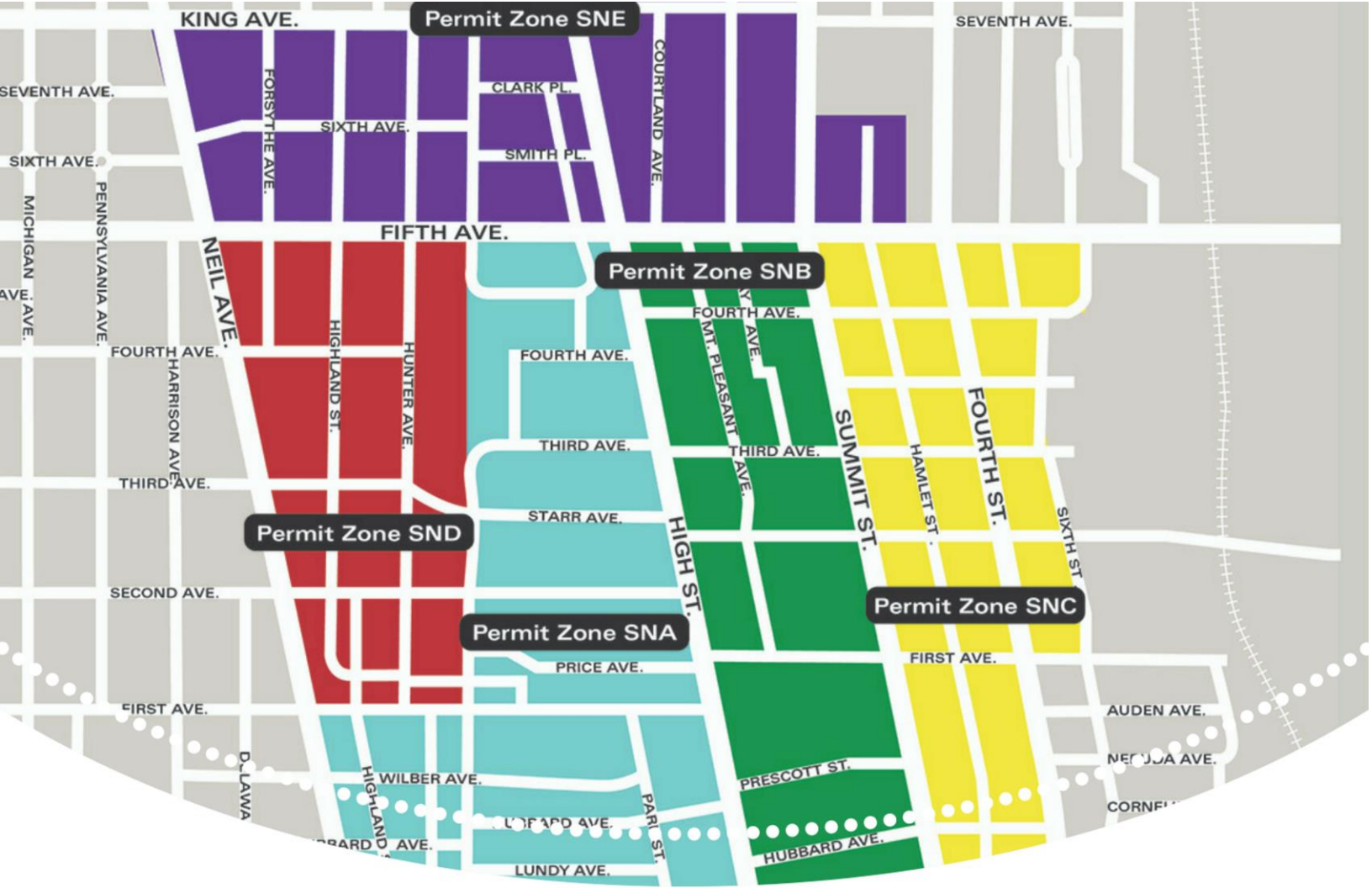
**STAY CONNECTED**

- Communication Channels
  - Website – [www.columbus.gov/publicservice/parking](http://www.columbus.gov/publicservice/parking)
  - Phone Line - 614-502-7223
- Fill out contact card for news of upcoming Short North Parking Events

**QUESTIONS?**

Please complete cards and pass them to  
the end of your aisle





# SHORT NORTH PARKING PLAN COMMUNITY MEETING #2

## Appendix D: Final Plan Presentation





## Short North Parking Plan Updated Recommendations

THE CITY OF  
**COLUMBUS**  
OHIO • 61801

## COMMUNITY ENGAGEMENT PROCESS OVERVIEW

The Short North Parking Strategic Facilitation project led by RAMA focuses on research, engagement, and consensus-building by working with a diverse set of stakeholders to finalize a comprehensive parking recommendation for the Short North Neighborhood.

### Our Summarized Approach



## WELCOME

→ Meeting Purpose: *Present the updated elements of the Short North Parking Plan*

- Review Engagement Process
- Overview of Updated Plan Elements
- Discuss Next Steps






## QUESTION & ANSWER

- Please limit questions to those about specific plan elements
- Duplicate questions will be combined
- If we are unable to address all questions this evening, they will be posted online
- Questions specific to an individual property (or special cases) will be addressed directly with the person asking

## PLAN RECOMMENDATIONS

- |                         |                             |
|-------------------------|-----------------------------|
| 1. Goals                | 6. Employees                |
| 2. Zones                | 7. Residents                |
| 3. Rates & Restrictions | 8. Guests                   |
| 4. Benefit District     | 9. Visitors                 |
| 5. Enforcement          | 10. Assessment & Evaluation |

## PLAN GOALS

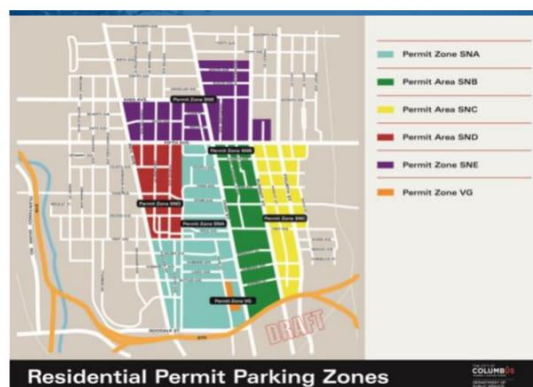

Customer Focused

Equitable

Consistent

Leverage Mobility Options

**NO CHANGE**



## RATES AND REGULATIONS

### INNER ZONE: SNA,SNB, SNE

**Original**

- 8a-12a
- \$2/hr, 3 hr max
- Permit Exempt

**Input**

- Rates are not high enough to encourage garage use or other means of transportation

**Updated**

- 8a-10p 3 hr max, 10p-8a permit only (non-residential 8a-10p 3 hr no fee)
- \$2/hr (8a-3p), \$3/hr (3p-10p)
- Permit Exempt

## RATES AND REGULATIONS

### OUTER ZONE: SNC, SND

**Original**

- 3p- 12 a
- 3 hr max
- No Charge

**Input**

- Rates are not high enough to encourage garage use or other means of transportation
- This area will become overwhelmed with those avoiding inner zone parking rates

**Updated**

- 8a-10p 3 hr max, 10p-8a permit only (non-residential 8a-10p 3 hr no fee)
- \$1/hr (8a-3p), \$2/hr (3p-10p)
- Permit Exempt



## PARKING SUPPLY & DEMAND: EXISTING CONDITIONS

- Updated parking counts conducted late April
- Data compiled based on previous zones (A,B,C)
- Morning data collection illustrated:
  - 60% avg. occupancy across plan area
  - 67% of blocks were between 0-80% occupied
- Evening data collection illustrated
  - 70% avg. occupancy across plan area
  - 54% of blocks were between 0-80% occupied

Short North Parking Survey AM count: 4/20/2018 Time: 3:30am-5:30am Weather: Clear  
Use Percentage Heat Map PM count: 4/19/2018 Time: 7:00pm-9:15pm Weather: Clear

TOTAL OCCUPANCY BY ZONE											
AM						PM					
ZONE	OCC	INV	%	ZONE		ZONE	OCC	INV	%	ZONE	
A	1874	3205	58%	A		A	2311	3205	72%	A	
B	851	1213	70%	B		B	893	1213	74%	B	
C	474	908	52%	C		C	513	908	56%	C	
VG	43	119	36%	VG		VG	91	119	76%	VG	
<b>TOTAL</b>	<b>3242</b>	<b>5445</b>	<b>60%</b>	<b>TOTAL</b>		<b>TOTAL</b>	<b>3808</b>	<b>5445</b>	<b>70%</b>	<b>TOTAL</b>	

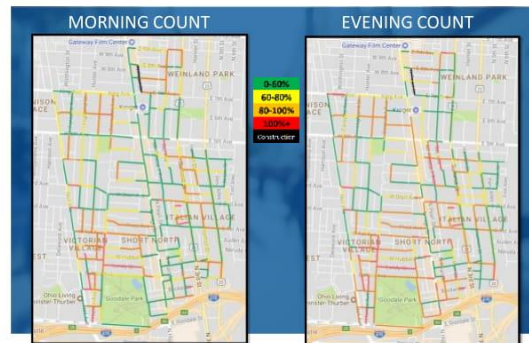
  

USE PERCENTAGE BY ZONE											
AM						PM					
ZONE	0-60%	60-80%	80-100%	100%+		ZONE	0-60%	60-80%	80-100%	100%+	
A	54%	18%	22%	6%		A	32%	19%	37%	13%	
B	28%	21%	34%	17%		B	31%	17%	33%	19%	
C	45%	24%	31%	0%		C	53%	22%	22%	2%	
VG	75%	0%	25%	0%		VG	25%	0%	75%	0%	
<b>TOTAL</b>	<b>47%</b>	<b>20%</b>	<b>26%</b>	<b>8%</b>		<b>TOTAL</b>	<b>35%</b>	<b>19%</b>	<b>34%</b>	<b>12%</b>	

PARKING SUPPLY & DEMAND: EXISTING CONDITIONS

## PARKING SUPPLY & DEMAND: EXISTING CONDITIONS

- Parking demand is variable across plan area
- 80%+ occupied blocks 1-2 blocks from 0-60% blocks
- Fragmented restrictions have created inequities by block
  - Restricted blocks vary in average occupancy
  - Occ. varies by type of restriction (time limit vs. permit only)
- Note: High St. occupancies skewed by meter restrictions



PARKING SUPPLY & DEMAND: EXISTING CONDITIONS

## BENEFIT DISTRICT

- Similar goals of Special Parking Area Fund
- 100% revenue (after operational expenses) goes to District
- Committee recommends projects to Public Service
- Currently drafting Pro-Forma (revenues & expenses)
- Funds to be used on:
  - Mobility Options
  - Parking Enhancements
  - Other Transportation needs

NO CHANGE



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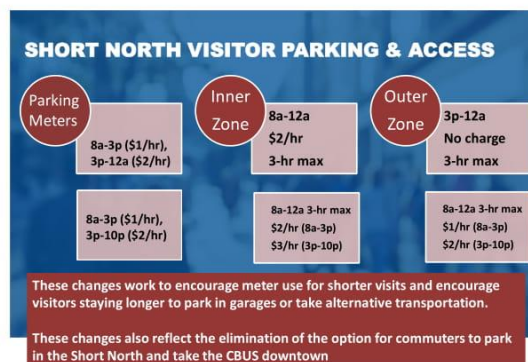
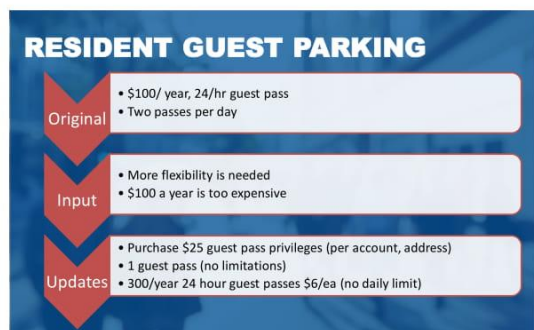
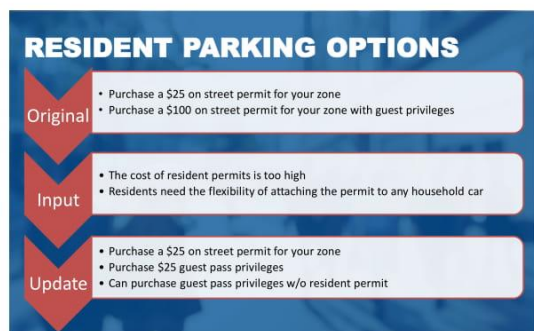
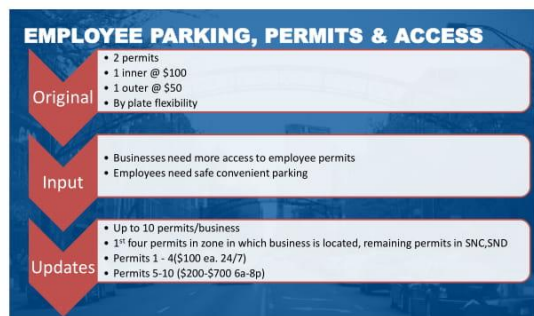
## PARKING ENFORCEMENT

Input

- Additional and consistent enforcement is needed
- Residential streets need to be enforced past 10pm

Updates

- New staff members will be added
- Enforcement will run from 7:30am-3am
- Active enforcement Monday – Saturday
- 3-3.5 hour beats to be created to cover all streets



## PLAN ASSESSMENT & EVALUATION

11-13-18	Implementation
May 2019	1 <sup>ST</sup> Evaluation Period
Aug 2019	2 <sup>ND</sup> Evaluation Period • (quarterly thereafter)
GOAL	Maintain 60-80% avg. occupancy
ADJUST	Rates, Permits, Time Limits

25

## PLAN ASSESSMENT & EVALUATION



## QUESTION & ANSWER

- Please limit questions to those about specific plan elements
- Duplicate questions will be combined
- If we are unable to address all questions this evening, they will be posted online
- Questions specific to an individual property (or special cases) will be addressed directly with the person asking

27

## NEXT STEPS

May 16	Code Change Public Hearing
July	3 <sup>rd</sup> Task Force Meeting
Aug-Sep	Education Campaign
October	Final Stakeholder Notifications • Permit application process opens
November 13	Program Begins • Enforcement starts

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## STAY CONNECTED



[www.columbus.gov/publicservice/parking](http://www.columbus.gov/publicservice/parking)

- ◊ Learn more about the plan details
- ◊ Leave a comment or questions regarding the parking plan

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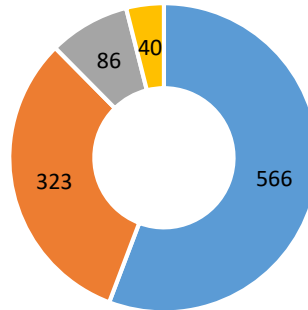
## Appendix E: Short North Parking Survey Responses

Received through 3/23/18

1015 Responses

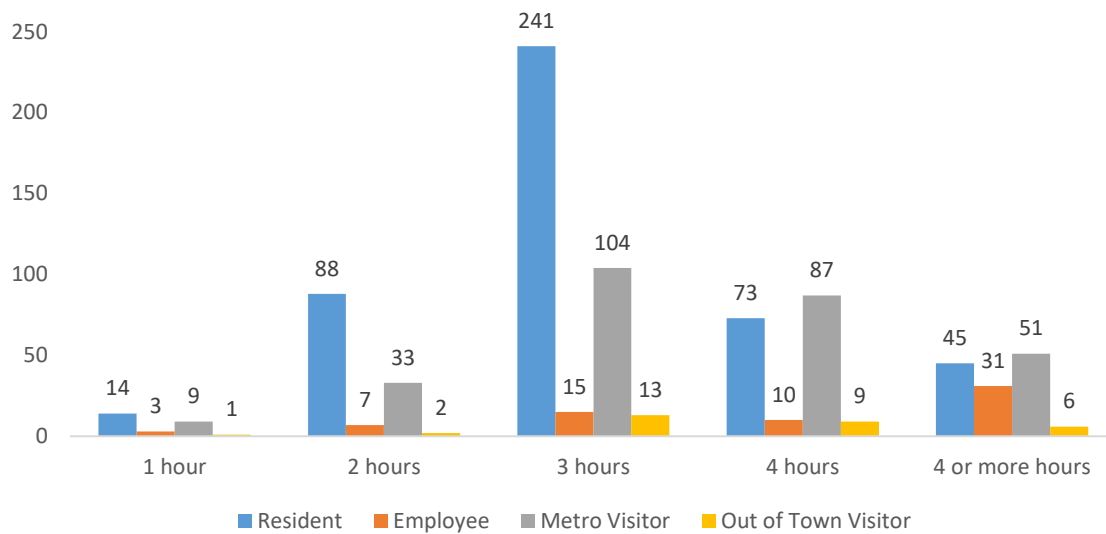
Questions Answered by All Respondents

### Respondent Demographics:

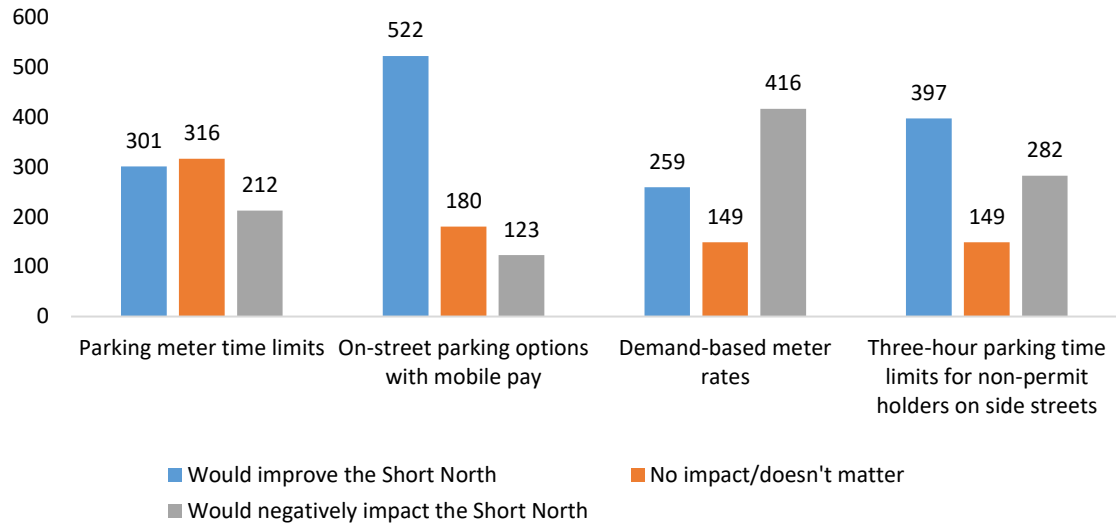


- Resident of the Short North
- Metro Visitor - Lives in Columbus Metro Area
- Short North Business Employee
- Out of Town Visitor - Lives Outside of Columbus Metro Area

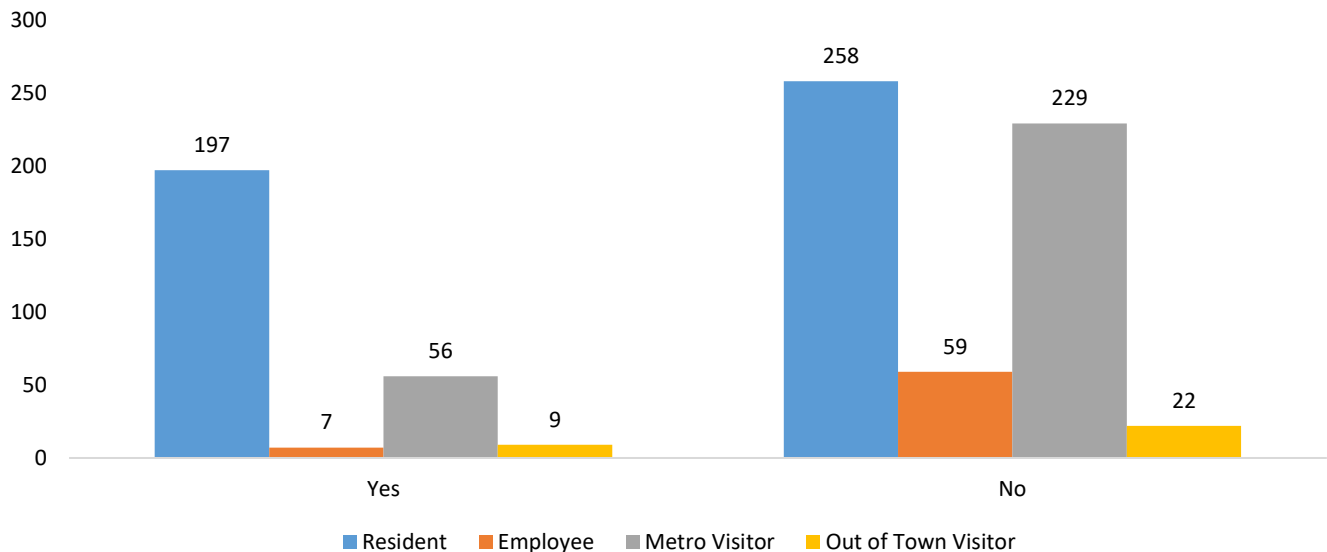
### Ideal time for parking meters, considering meter feeding will be prohibited:



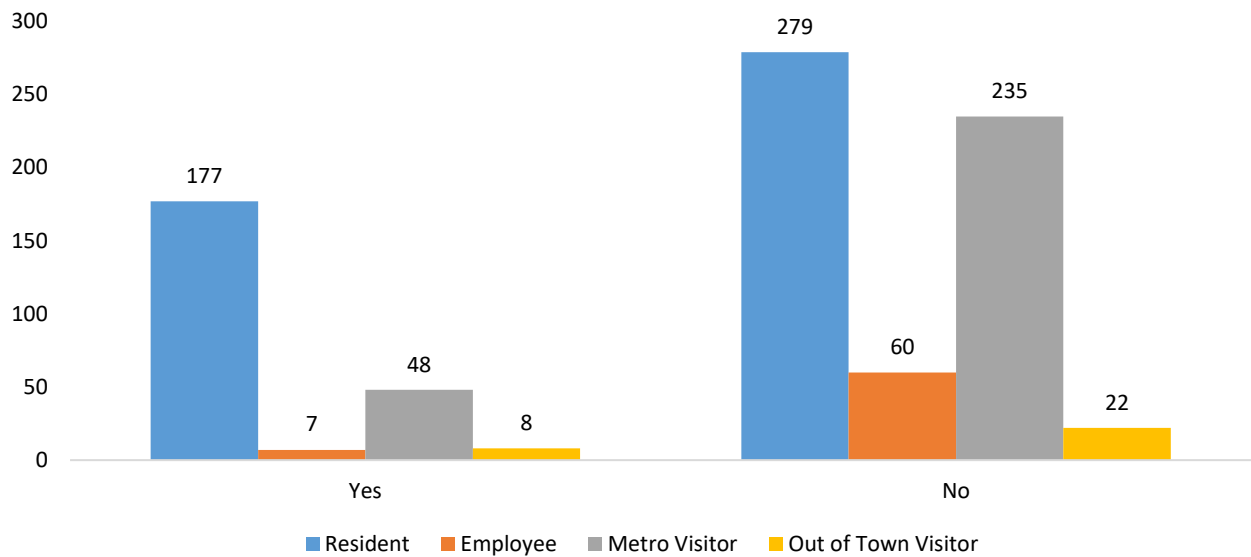
All survey respondents were asked what impact, if any, would the following have on their willingness to visit the Short North for shopping or leisure purposes:



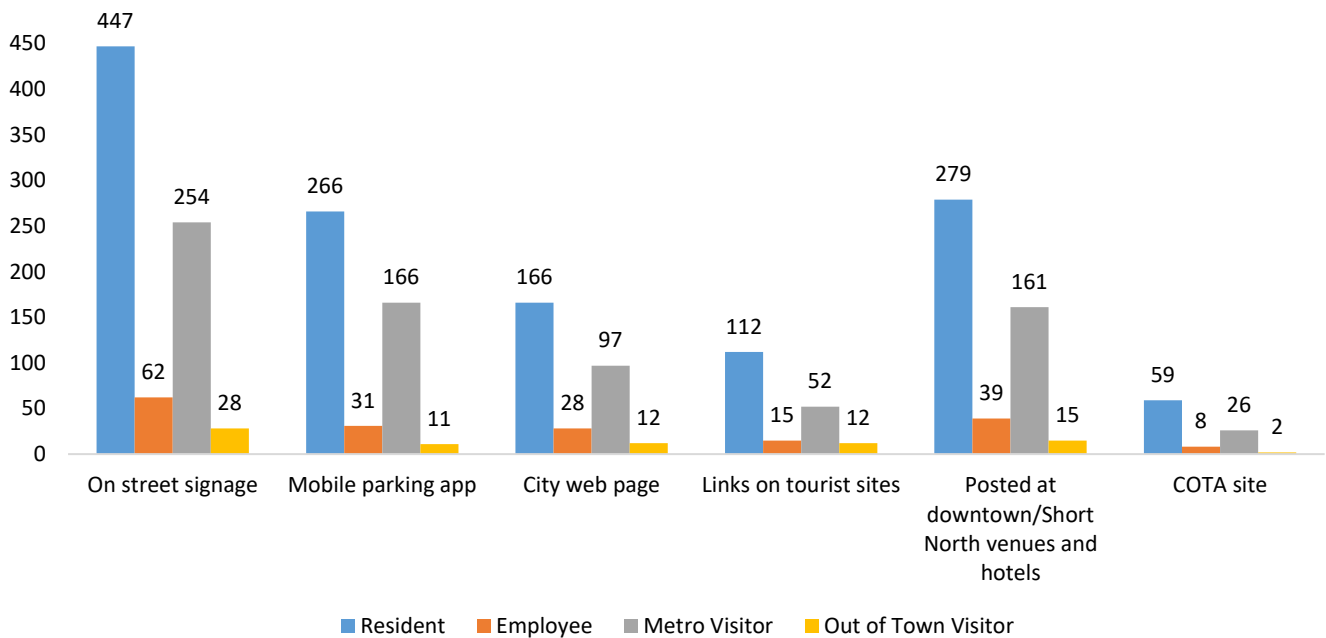
Respondents were asked if parking should be enforced on Sundays:



Respondents were asked if they believed parking meters should be operational past 10pm with enforcement:



Best way to inform and educate the public about new parking provisions in the Short North:



Resident Specific Questions

Key Themes

Enforcement is needed 24/7 in permit zones. Cars are left overnight during the weekend in residential areas, minimizing the amount of available parking.

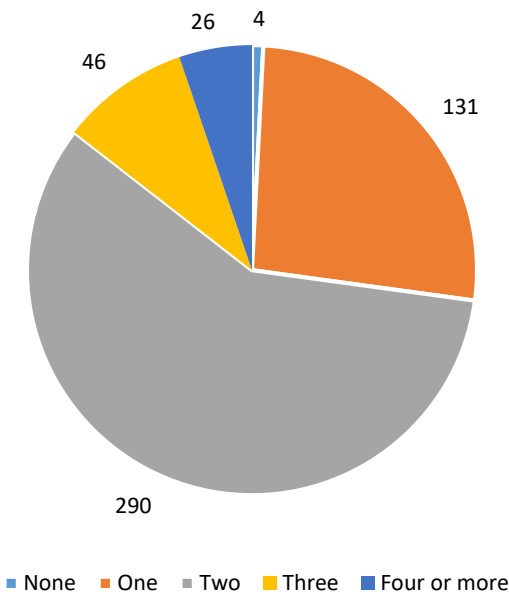
Parking in residential areas is difficult all weekend, including Sunday due to church and brunch. Parking is especially difficult during the summer due to festivals.

Visitors to the Short North need to be directed to garages and paid lots instead of residential streets. Additionally, developers need to be adding adequate parking for their tenants.

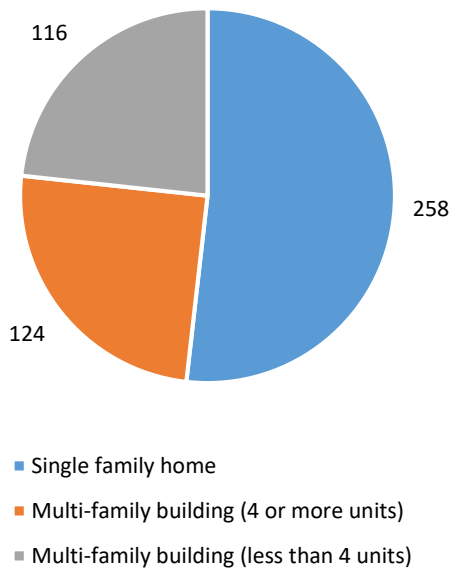
In general, residents are not concerned about meters on High Street, as they use street parking off of High. They do not have concerns if those are free at certain times.

Parking should be enforced past 10pm particularly on Friday and Saturday nights. There are safety concerns regarding residents coming home late at night and not being able to find parking near their homes.

# of Vehicles at Household



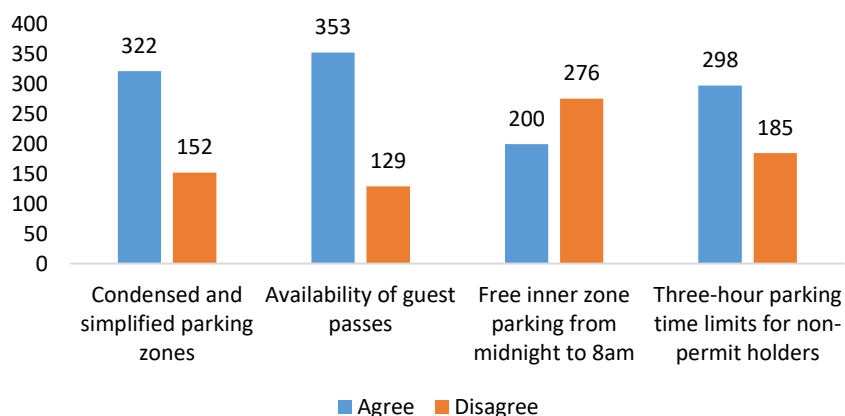
Home Type



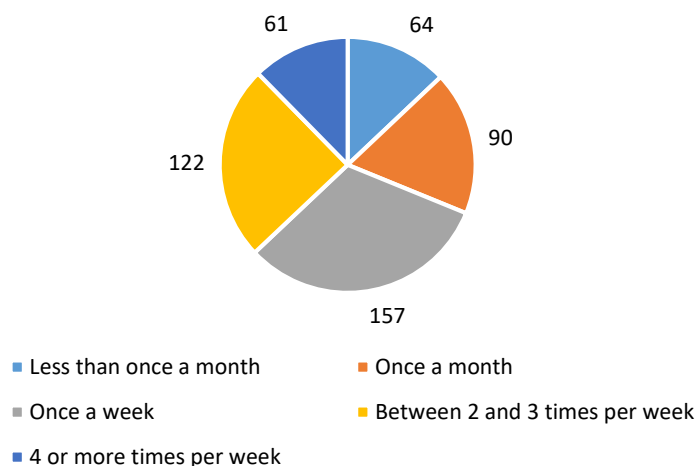
## Responses by Street:

- (41) 1<sup>st</sup> Ave.
- (39) N High St.
- (39) Neil Ave.
- (30) Highland St.
- (29) 2<sup>nd</sup> Ave.
- (26) Dennison Ave.
- (17) 14<sup>th</sup> Ave.
- (14) 3<sup>rd</sup> Ave.
- (13) 6<sup>th</sup> Ave.
- (13) Hubbard Ave.
- (12) Harrison Ave.
- (12) Hunter Ave.
- (12) Summit St.
- (12) Wilber Ave.
- (11) Hamlet St.
- (11) Kerr St.
- (9) Buttles Ave.
- (9) Lincoln St.
- (9) Price Ave.
- (8) King Ave.
- (8) Say Ave.
- (8) W Starr Ave.
- (7) Park St.
- (7) Russell St.
- (7) Smith Pl.
- (6) Forsythe Ave.
- (4) 6<sup>th</sup> St.
- (5) Clark Pl.
- (5) Mt Pleasant Ave.
- (5) Perry St.
- (5) Warren St.
- (3) 4<sup>th</sup> St.
- (3) 7<sup>th</sup> Ave.
- (3) Aston Row Ln.
- (3) Collins Ave.
- (3) Grant Ave.
- (3) N Pearl St.
- (3) Poplar Ave.
- (3) Thurber Drive West
- (3) Victorian Gate Way
- (2) 5<sup>th</sup> Ave.
- (2) 9<sup>th</sup> Ave.
- (2) Bradley St.
- (2) Delaware Ave.
- (2) Detroit Ave.
- (2) Euclid Ave.
- (2) Front St.
- (1) 8<sup>th</sup> Ave.
- (1) Apollo Pl.
- (1) Beacon Aly.
- (1) Brickel St.
- (1) Civitas Ave.
- (1) Gay St.
- (1) Goodale St.
- (1) Grunwell St.
- (1) Indianola Ave.
- (1) Kleiner Ave.
- (1) Michigan Ave.
- (1) Pennsylvania Ave.
- (1) Prescott St.
- (1) Punta Aly.
- (1) Spring St.
- (1) Vermont Pl.

Respondents were asked if the following additions to Short North Parking would support a positive resident parking experience:



Residents were asked how often they need guest parking within a month:



Employee Specific Questions

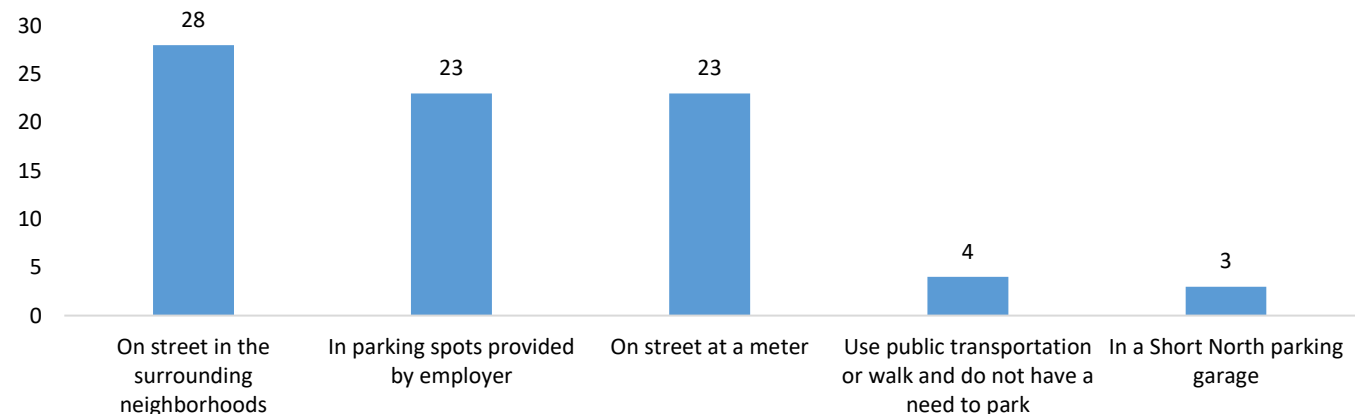
Key Themes

Parking is expensive for employees, as a majority use street parking. 64% of employees responded that they use street parking, and 79% would not use a shuttle service if it existed.

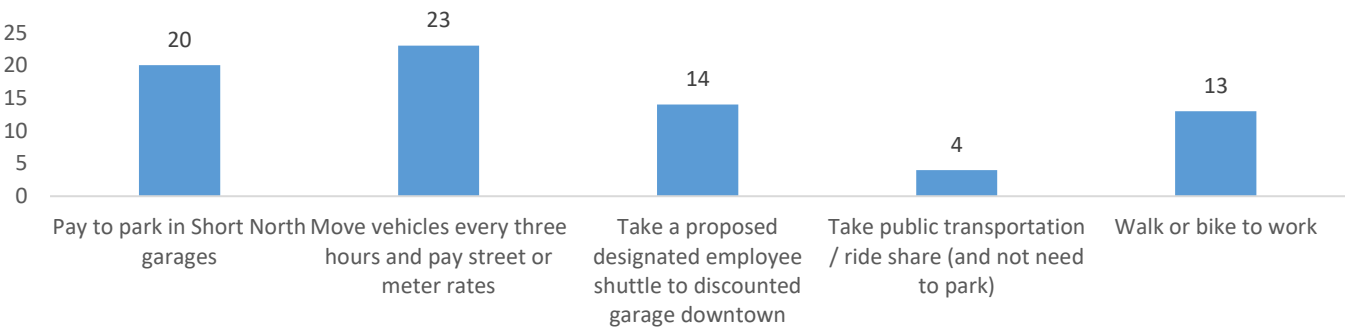
More free parking options are needed to accomodate residents, employees, and visitors.

A majority of employees are against parking enforcement on Sundays (89%) and enforcement after 10pm (90%). Sundays are slow and free parking is needed to encourage people to visit the Short North.

Employees were asked where they park most often while working in the Short North:



The proposed parking plan imposes time limits for Short North neighborhoods, eliminating employees’ ability to park there for more than three hours. Employees were asked which options they would most likely do while working in the Short North:



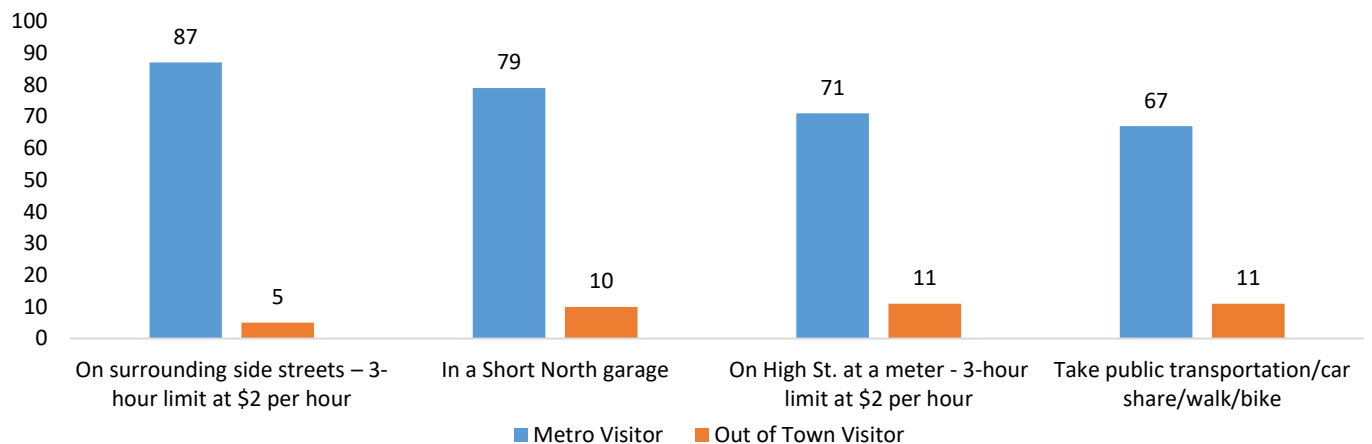
## Visitor Specific Questions

### Key Themes

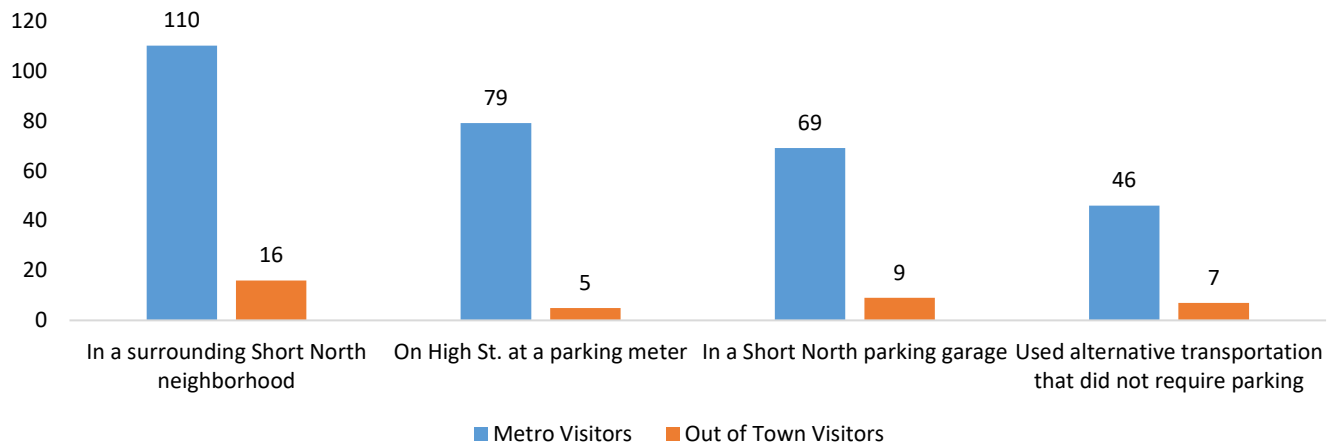
79% of visitors are against parking enforcement on Sundays. Respondents noted that free parking on Sunday encourages them to visit the Short North during the weekend. Without free parking, several visitors claimed they would go elsewhere.

82% of respondents are against parking enforcement after 10pm. Considerations need to be given regarding drunk driving and enforcement times. There are concerns that people will be moving cars while drunk.

Given the following scenarios, visitors were asked where they would likely park when visiting the Short North:



Visitors were asked where they parked the last time they visited the Short North:



## Resident Comments

### Do you believe there is a need for parking enforcement on Sundays?

#### *Comments in support of Sunday enforcement*

##### CHURCH CONSIDERATIONS

- Some sort of consideration should be provided for church-goers. For bar and restaurant goers, the parking rules should be the same all week.
- Churches should be able to submit license plates of regular member, and provide unlimited guest passes to visitors.
- As a resident, Sunday is the day I have most difficulty finding parking which makes church and groceries difficult.
- We have a lot of neighborhood churches (off High Street) and their congregations also affect parking needs.
- There are churches throughout the Short North and surrounding neighborhoods who consistently commit parking violations and increase the danger to others by parking in places illegally. There should be enforcement on Sundays if only to help curb some of these people who are giving a bad name to all of their fellow church-goers.
- Only because several churches in the area have a ton of patrons and not enough parking for them.
- On my street on Sundays, it's a mix of church folks and Sunday brunch groups.
- People who attend a local church fill our streets on Sundays leaving no parking for residents. We need better enforcement of the zones already in place.
- We are beside a church and they take up all resident parking.

#### *Comments opposed to Sunday Enforcement*

##### NEED FREE PARKING

- There should be one day free for lower income people.
- My husband and I pastor a large church in the Short North and rely significantly on free parking on Sundays. Many of our church attendees shop or go out to eat before and after service, which would certainly be more limited if they had to worry about paying for parking/feeding meters, etc.

##### NO PARKING AVAILABLE FOR RESIDENTS

- Protect permit areas so residents can find a parking place.
- Note that, as a resident of the Graystone apartments I am allotted one parking space which is not assigned or guaranteed. If I cannot find a space in my lot I have to pay for parking which is the number one reason why I am moving out of the short north. I've spent more money on parking meters and parking fines than shopping in my community.
- If you allow patrons and workers to park in current resident only areas, residents will have no parking available Friday night, Saturday night, and possibly Sunday morning/afternoon (brunch). This is a city. People need to learn to use garages and public transportation like every other city, not restrict resident parking by handing it over to visitors.

- As far as meter feeding, employees are going to do that regardless of the restrictions. I worked in a restaurant downtown and everyone just fed their meters, regardless of the time restrictions and only got tickets if their meters ran out. We have no assurances that this plan will actually be enforced.
- Sundays, holidays, etc. don't affect residential parking needs much. We live here 24/7/365 and need our parking.
- Neighborhood parking has been very beneficial on the 3-4 blocks where it has been developed for our needs. We had campus overflow during the day and bar patrons at night/weekends. With commercial and church interests, we found a solution that works for us. We would like to see our neighborhood parking continue. I do not want meeting parking on my residential street since we are not in the heart of the short north.
- It becomes very difficult as a resident to park on Sundays.
- Only for non-resident individuals who park their cars out in front of our homes and leave them all weekend for whatever event they're in town for. They take away all residential parking and park like pains.
- If you're expecting the residents to compete for parking places with patrons, parking will need to be strictly enforced 24/7. Residents shouldn't be forced to pay if the patrons can get away with parking longer than allowed or parking for free on Sundays. Anytime during the weekend is busy in the Short North, with brunch or evening events.
- Residents with no off-street parking still need a place to park on Sunday.
- Meters should be free, but visitors should not be parking in neighborhoods unless they are guests of the residents.
- Lots of visitors still go to restaurants, taking up resident parking spaces on the streets.
- Enforcement in areas where city parking permits are required. Otherwise, residents would have nowhere to park if spots are taken by people visiting for a few hours.
- I also want to make sure that the city is thinking as much from the perspective of Victorian Village homeowners as it is High Street businesses. As is well known, many of us do not have off-street parking and we need to be able to park near our homes and welcome guests without undue hassle. It's not just a question of convenience, but at this point of property values. I cannot sell a home that residents if residents cannot count on parking. The needs of the neighborhood residents should not be less important than that of High Street businesses.
- The problem still remains. The area is being filled in with new buildings and more people, yet the infrastructure remains the same and residents suffer. Importance should be given to the residents/property tax payers. Continued volume and disregard for residents will ultimately kill our neighborhood and property values. Not whether businesses can make a go.
- At meters no, but side streets and street parking for residents, absolutely!
- Short North residents and their guests shall have a priority with parking. Businesses have been given waivers/variances with parking and tax breaks leaving longtime residents the brunt of our parking woes. The reasonable and responsible thing to do is to own up to your mistakes and promote and provide parking garage use for non-resident visitors. Residents shall be permitted hang tag parking for their visitors at a fee equal to what it is today in some zones.
- What I am looking for, as a resident of Victorian Village/Short North is a guarantee of getting to park 2 of our 3 cars on the street near our home and allow a house full of guests for a dinner party to find parking for the evening in a safe distance (we're > 60 and so are our friends) Sunday evenings are just as bad as the High St bars are packed to watch a game

- It might be helpful (although I'm against) but it might be good to give more flexibility for residents compared to weekdays.
- Parking enforcement on Sunday and during the overnight hours are critical to residents.
- No need to charge for metered parking but to enforce side street parking. Parking on Dennison on Sundays can get out of hand. We only have off street parking and it can be a hassle.
- Especially on the side residential streets where outside visitors park all day and hinder residents from having a place to park or forcing residents to have to stay home so they don't lose their space.
- Residents are home on Sundays and visitors shouldn't freely take those spaces
- Residential areas need to be after 2am else 3 hrs open parking then free after midnight translates to neighborhood parked in after 9pm.
- I do not have off street parking and neither do some of my neighbors.
- Whatever plan you implement has to make it easy for residents to live in this area, especially since many of our older homes do not have provisions for off-street parking. If your plan make is more difficult for residents, you will make the neighborhood less desirable, which will lead to an eventual decline in property values. Increasing the visibility of public-parking options (i.e., lots and garages) will encourage visitors to use those available spaces rather than parking in residential areas. I think peak-time metering might also help direct visitors to the available public options.
- There should be zero parking for non-residents in zoned areas. We've discussed this with the city many times.
- There is more need on weekends than any other time. Residents would be stuck at home if free for all parking is allowed. Imagine hauling your groceries 4-5 blocks or more in the heat of summer.
- Most residents are home on the weekends and would have problems parking close to their homes if no one was enforcing parking limits.
- As a resident of the Short North, I find Sunday mornings to be the most challenging due to our proximity to local churches.
- I DO NOT believe in metered side streets in front of homes. Those spots should be for the residents who live there (particularly if they don't have a garage). If people want to visit the short north, they need to plan on using a paid parking garage, taxi, or ride share. Visitors need to respect the fact that this is a community where people live and raise their families, NOT an area exclusively for their recreation and entertainment.
- Depends on the time of year and conditions. Mount Pleasant (I own my home on this street) only has parking on one side and in nice weather it's difficult to find parking during the weekend close to my home.
- Residents pay the taxes and the street should be theirs for parking and their guests. It is not about putting money in the city's pocket. The monster high rises in the Price area should not be allowed on street. Parking abatements should have allowed them to design extra parking. Residents pay the taxes and should own the street.
- Only in residential permit areas, if those are to be established.
- Don't penalize SN residents by charging \$100/yr for a parking pass and guest pass when every other neighborhood pays \$25. This plan goes against the City's age friendly initiative by charging 4 times as much for residential parking + guest parking as any other neighborhood. This plan penalizes senior citizens living in the SN who NEED visitors. Unbelievably insensitive and tone deaf.

## PARKING DURING EVENTS/FESTIVALS

- With the frequency of summer events in the Short North, i.e. Comfest, Red, White, and Boom, Gay Pride, Doo-Dah Parade, marathons, etc., in addition to bar traffic, there definitely needs to be enforcement on Sundays.
- There are numerous festivals and a big brunch crowd on Sundays.
- There are many events scheduled in the neighborhood that impact parking on Sundays: The Marathon, Comfest, Arnold's show, LGBTQ festival to name a few.
- Area is inundated with too many festivals & parades on weekends. Spread those around city more evenly and Sunday meters wouldn't be needed.
- Comfest or other events that draw people in. People arrive and stay the day, leaving nowhere to park for those that live in the Short North.
- There are many Sunday events in the area.
- In the summer, there are major parking issues on Sunday.
- Especially when events are held in the area.

## ENFORCEMENT ISSUES

- The city has proved over and over again that it does not take enforcement seriously. No one thinks that this plan will be any different. It's a money grab. It's up to the city to prove it isn't.....and you are failing at it.
- Parking should be prohibited or very limited. Mobile payment should be limited to one extension, at most. Enforcement costs should be kept minimal by heavy enforcement during a short initial period. Towing should occur, rather than ticketing. Enforcement revenue should be reinvested into the neighborhood, based on recommendations from a stakeholder advisory group consisting of residents, businesses and other stakeholder groups. If people want to drive and park in the Short North, they can pay in an underground parking lot that does not interfere with people-focused land uses. They should also pay significant rates, at least 2x-5x current rates. IF metering is used, demand pricing should be applied to all meters at significantly higher, or at least comparable, rates to garages. Particularly on the weekends, curb lanes should prioritize transit (including microtransit like Hopper) and ridesharing (Lyft, Yellow Cab, Uber). On-street parking should be allowed for 2 hours for carsharing, like car2go. These vehicles move frequently, and parking is not abused by drivers who simply refill meters.
- Because it is not enforced, I see more people parking on the streets.
- People park illegally in no stopping zones and in permit parking areas because they know it is not enforced on Sunday. I've had to call CPD to tow cars parked illegally blocking my house on Sunday.
- There is a need for parking enforcement FULL STOP. People park illegally on our street daily, as we are in close proximity to a CBus stop, and our street is used as a park and ride by people who work downtown. There is a spot adjacent to our alley clearly marked as a No Parking zone that is used on a daily basis with no enforcement EVER. None of these proposals are worth anything unless enforcement is a top priority.
- People still come to the Short North on Sundays and park illegally.
- Anytime it is known that enforcement isn't in operation, abuse of the parking rules WILL occur.
- I think enforcement of parking should be consistent and therefore be enforced at all times.
- I think there is a need for enforcement of High Street meters on Sundays.
- After 12pm.

- If area is permit parking it should be enforced 7 days a week!
- Parking enforcement near the core High St and Fourth St bar corridors would be needed especially if up to three hours of parking is free. Late night parties can park, drink and leave their vehicles on residential streets overnight.
- Without enforcement, there is no plan.
- Residents need the zoned areas enforced. Many people visit the Short North on the weekends. Perhaps meters could still be free, just enforce zone restrictions.
- Parking enforcement should be seven days a week and have expanded hours at peak times. Also, there should be a separate "hotline" for parking related matters to remove that from police workloads. Many times, there is a parking issue, blocking, etc. that the parking enforcement folks could handle or escalate on an as-needed basis to police.
- We currently have permit parking in our neighborhood, but it is not enforced.
- I believe there is a need for parking enforcement AT ALL TIMES! There currently is very little enforcement...permit area time limits are often exceeded; vehicles commonly parked in clearly marked no parking zones, vehicles parked too close to intersection corners (impeding sight distance for turns), etc. I rarely, if ever see any enforcement, so I have little faith in the promise of future enforcement.
- Permit violations are a big issue on Sunday.
- Now that the Short North has become primarily a bar and restaurant district, Sunday (specifically Sunday Brunch) has made it impossible for parking. So, I think that enforcing parking meters (and other parking rules) on Sunday would help those of us who live here. I do understand that it might add to confusion, though, since currently there is city-wide free parking on Sundays.
- At least in the evening so that residents can park in prep for the workweek.
- Sunday's people abuse parking meters. They leave their vehicle overnight.
- Permit only 24/7 entire Short North extending west past Neil Ave into Harrison West.
- Only in permit areas, a free meter is a free meter.
- For permit parking zone areas.
- Within certain times.

#### VOLUME OF VISITORS/BUSY

- Many people come to the SN for brunch on Sundays and it is very hard to get any spaces because people know the meters are free.
- "Sunday fun-days" in the neighborhood are, seemingly, as popular as Saturdays.
- Many people only come to the Short North on weekends.
- This is when there are often many out of area people visiting to shop and dine.
- Busy the morning during brunch times.
- Yes, traffic is busy every day of the week in this increasingly highly populated district. People speed up and down my street every day looking for parking.
- Many visitors in Short North on Sundays.
- Sundays are just part of the weekend here. Most businesses are open on Sunday and there's just as much traffic and parking on residential streets as on Saturday afternoons.
- Parking is a problem every day.

- Sundays are still a big time for visitors, and those of us with no off-street parking are affected.
- Of course. There is a lot going on in the area on Sundays.
- Yes and no depending on what part of the neighborhood you are talking about. High Street is very different to Neil Avenue.
- Sunday is just like any other day of the week. The city should get revenue on Sundays.
- Whatever makes parking available for resident and their visitor.....visitor workers should be driven to paid lots.
- Streets should not be clogged with outside visitors; paid lots for them.
- Since most Short North businesses are open on Sunday, I can't see that this day should be handled differently. A few other notes on important issues that this survey has not included: incentives to use the garages for customers and employees of High Street businesses; addressing parking needs during years-long construction on High Street and in Arena/North Market areas; valets taking up entirely too many parking spaces on High Street (also speeding dangerously down alleys but that's for a different survey).
- There are still a number of restaurants open on Sundays and their workers and patrons park on the side streets that currently have no parking permit restrictions.
- Why shouldn't people have to pay for parking on Sunday? Why is Sunday different than any other day of the week? There is absolutely no justification for arbitrarily selecting one day of the week to subsidize extremely expensive storage for private vehicles that people choose to drive.
- Why not Sunday? It is just as busy as any other day.

#### DEVELOPMENT CONCERNS

- Way too many new builds, which means more people. Build more garages and give the money back to the neighborhoods and maintenance of parking garages. No profit — profits should go back into maintaining neighborhood! Planters, trash removal of cans. Analysis should be done to determine parking garages. Partner with Doctor's North and build garage on current lot. Build a parking garage at 5th & Summit — there is space to build. Let's be smart about this!!!
- In my opinion, the biggest drain on parking is coming from new apartment complexes with garages who charge additional fees for parking to their residents. This encourages the more frugal among this new and growing population of renters in the SN to park on the street. Let's assume this person has the luxury of walking to work and uses their car for the infrequent trip to Costco on the weekends. A parking spot is now needlessly occupied when guests of actual tax paying property owners in the SN or someone who is out to dinner on high street could have been using it.
- There is a need for routing cars to available parking garages by incentivizing people to use the garages rather than street parking.
- Required development to provide adequate parking. Build more parking garages instead of relying on residential streets to supply parking for the over-developing of High St.

## DEVELOPMENT ISSUES

- Developers should provide guest parking along with proper tenant parking. One parking space per bedroom.
- Why does the city continue to grant permits for high rises with no parking for the residents? They should be required to have enough parking underground for all residents.
- Make developers provide sufficient off-street parking. Stop permitting more and more housing to be crammed in. Give home owners incentives to build off street parking.

## USE OF GARAGES/PUBLIC TRANSPORTATION

- I don't think visitors to the short north should be allowed to park on the streets where residents should be parking. A 3-hour time limit only until midnight is not going to take care of the problem. Most come at 9 or 10 to go to the bars and therefore can park there all night. Visitors should only be allowed to park at meters or in the garages that are designated for them to park in, in the first place. Or they can take an Uber or Cab there. Also, if this pushes parking to the Circles and Dennison place perhaps this should include those areas as well. But right now, these locations are fine.
- I would like to see visitors directed to garages, except we forgot to tell the garage owners to not charge an arm and a leg. Please do make it better up my way- Dennison Place. Look at the cities who build free garages. I know-- it's so hard to give something to the people. It is so much easier to sell something for a fortune and then give them a 10-year tax abatement but think about us for one minute. Just because the developers have given money to your campaigns does not mean they should get everything they want. Thanks for listening, even though this would never happen because it does not put money in the pockets of city council. Color me jaded and disappointed.
- Visitors must be made to use lots or garages. On street parking should be for residents.
- I do not believe in permit parking of any sort on public streets paid for by the community at large. I support increased density in our area, which the city has actively encouraged. However, the last time our neighborhood was this dense, we had streetcars and other light rail. Public transportation is the only fair solution to the current dilemma. The city has made this mess, so let it fix it in a way which doesn't burden us financially or otherwise. We don't feel obligated to bear the cost of cleaning up this social engineering project via permit parking or any other way.

## NO PARKING PROBLEM ON SUNDAY

- I don't see an existing parking problem currently. Just walk. If you want to go in to downtown, walk. If you want to go to the store, walk! What really needs addressed is the ridiculously high cost of COTA. If people got on the bus you wouldn't need a car centric solution.
- No, Sundays are slow, and parking should be free to encourage people to go there.
- I like free meter Sundays. It's never hard to find a spot.
- Could consider later if Sunday parking becomes a problem.
- Parking on Sunday isn't an issue. Especially since meters are free.
- Sundays, and daytime business hours prior to 5pm create no current negative impact in my area. The concern is strictly around parking after 5pm on all other days.

- After living in the Short North for a few years (while I personally do not have to drive to high street) I have noticed that residential streets such as mine are much less parked up by non-permit vehicles on Sundays.
- Enforcement of appropriate parking (making sure front bumpers are at the meter) is the only enforcement that would improve on metered parking, Sunday and other days.

#### ONLY IN COMMERCIAL AREAS/DURING EVENTS

- Only in short north business area.
- Only when there is a festival in the street or park.
- Except we really need it the weekend of the Arnold and Comfest.
- with all the bars parking is a bigger issue on Friday and Saturday nights. Parking is also an issue when special events on weekends i.e com fest, gallery hop red white and boom. People just park where ever they want regardless if they are blocking drive ways or street corners.
- Depends. Most Sundays - probably not. ComFest - yes.

#### PREVENTION OF CONFUSION/SIMPLICITY

- If parking meters are free everywhere else, why add a level of unnecessary complexity by adding Sundays? If you're talking about people illegally parking, however, then yes there should be enforcement, but I'd like to see enforcement on my street as well.
- We do not have that now, and I believe if we change too many things, it will be confusing for people.
- Sundays and holidays should remain free.

#### SAFETY

- I think free Sunday parking is makes for a safer Saturday night in terms of drunk driving.

#### OTHER

- It depends on the street the needs of the residents.
- Keep the Sabbath holy.
- I want to comment about question #5. There is no room for comment there, so I am writing it here. The colors and the permit zones are not explained or described.
- Sunday is a day of rest.
- If tax paying residents will be forced to pay for passes and guest passes, I will be 100% against this.
- Since this survey doesn't have the ability to add additional comments, I'm going to add them here: First, some of the options in this survey could be worded better or offer additional information. Q7 - "Three-hour parking time limits for non-permit holders on side streets" doesn't explain how far away from High St a "side street" is. I live a few blocks from High St. Is my street a "side street?" Second, this survey focuses on business interests, and doesn't allow residents to express that it's offensive that, as a tax payer, we should have to pay to park our cars in front of our own houses. If Short North businesses want people to visit them, then they should build parking instead of encroaching on the surrounding residents. Or, they should provide residents and their guests with permits. We live here, every day. You just visit a few times a week and then go home to your non-permitted street parking.

- But this answer applies only to my current permit area, P. Our issue is less Short North parking and more Ohio State parking.
- Detrimental to Sunday showing and restaurants.
- Valet bags on meters are inconsiderate. There are people driving around looking for parking and those spaces sit empty.

Do you believe parking meters should be operational past 10 pm with enforcement?

*Comments in favor of enforcement past 10 PM*

#### TIME LIMITS/ENFORCEMENT TIMES

- (9) Should be enforced until midnight.
- (2) It might help to have the meters enforced until 1:00 or 2:00 AM, since the Short North is becoming, primarily, an entertainment district.
- If the goal is to move restaurant drivers from parking on the street to parking in the garages, the meters should have a one-hour limit.
- Especially if parking is free from midnight to 8:00AM.
- People park and hang out longer than that.
- The highest demand for parking is between 5pm and 8am. Your options don't solve for those time areas, especially for residents who work all day.
- Particularly on Fridays and Saturdays I believe late night enforcement is needed. Enforcement should last until at least one hour before bars close.
- Again, assume you could never leave your house and come home after 10pm because all of the parking was used up. Especially with the proposed zones that don't account for the increased pressure that streets one block off High St in the heart of the restaurant zone will have.
- People are in the short north and arena district till 3am.
- Businesses are open late so meters should be monitored until close of business.
- Friday and Saturdays only.

#### DEVELOPMENT CONCERNS

- My concern is that our city leaders are not insisting that the developers factor in adequate parking (garages) for their developments.
- Way too many new builds, which means more peeps. Build more garages and give the money back to the neighborhoods and maintenance of parking garages. No profit — profits should go back into maintaining neighborhood! Planters, trash removal of garbage cans, etc. Analysis should be done to determine parking garages. Partner with Doctor's North and build garage on current lot. Build a parking garage at 5th & Summit — there is space to build. Let's be smart about this!!!
- The monster high rises in the price area should not be allowed on street parking abatements should have allowed them to design extra parking. 9 story building on price 6 at the Grandview Merc....wow.
- So unusual there was NO mention of building additional parking structures. It doesn't matter if you put up parking meters, there are not enough parking spaces to meet the needs of the peak parking times. This is a bandage placed on a gaping wound!

- There has been parking issues in the neighborhood for 10 years. Look at all the development that has occurred in these years vs. what and how parking has been handled. Own up to this, please.
- Whatever makes parking available for resident and their visitor.....visitor workers should be driven to paid lots .... residents pay the taxes, street should be theirs for parking and their guests. It's not about putting money in the city's pocket. Residents pay the taxes it should.

#### PRICING/ECONOMIC IMPLICATIONS

- Possibly reduce price past 10pm.
- The parking meters are the least of our worries. More revenue by extending to 11?
- Should use pay-by-phone or a similar payment plan and tickets would be generated off of the meter readings & sent to the parking fees department.
- The city has proved over and over again that it does not take enforcement seriously. No one thinks that this plan will be any different. It's a money grab. It's up to the city to prove it isn't.....and you are failing at it.
- No Meters! Go to mobile payment only.
- Property values are affected by the availability of free parking. If renters aren't able to find reasonably convenient parking, many will rent elsewhere. Short North landlords will have less income with which to maintain their properties, as they are forced to lower rents to fill their apartments. I think any new limitations on resident parking comes with the risk of a decrease in desirability of living in the Short North. How that affects the desirability and viability of Short North High Street businesses remains to be seen.

#### LATE-NIGHT CROWDS

- Absolutely! Especially on weekends when the bar crowd moves in and takes up all the residential on-street parking spaces (and leaves their trash, food boxes and wrappers, bottles, cans, etc.).
- As a resident of the neighborhood, a majority of problems come from the late-night bar crowds. This is the roughest time to find parking and encourages individuals to come out late, be loud, rowdy and drunk on our residential streets. A decent amount of drunk driving is also encouraged by this, as visitors stay late and drink more without worrying about parking. I want a diverse and visitor friendly parking solution for the visitors that make the Short North great. This includes art galleries, stores and businesses that encourage enjoyable visitors. The late-night bar crowds are not a positive neighborhood aspect to encourage, and no parking restrictions after 10 continues to encourage these problematic visitors.
- The Short North is full of bars, night is busy and even with permit parking I can't find a parking spot. Because of lax enforcement people park up permit areas too.
- With all of the popular restaurants and bars, absolutely.

#### SAFETY

- That seems to be the busiest time in the bar districts, and it might have the additional effect of reducing DUI's by making people leave bars earlier.
- One of the issues here is the number of drunk/high individuals who return to their cars when the bars close. It isn't a parking issue per se, but the yelling, arguments, and stealing items off of porches may go down with parking constraints and enforcement.

- In the summer people park in front of my house and party loudly all-night long. Once they left crack cooking paraphernalia on the sidewalk the next morning!
- I see cars parked overnight, opens opportunities for thieves
- In the name of safety for all, minimizing footprints, and preserving resident sanity, we must shift focus away from parking issues and toward how we minimize the number of cars in the neighborhood period. By nature of the neighborhood's popularity, people will come regardless of how easy or difficult it is to do so. All visitors should be encouraged to park in garages on the outskirts of the neighborhood (Goodale and High, Hubbard and High - directed through signage, and possibly another garage built on the north end of the short north). High Street should then be closed to traffic to encourage visitors to use these garages. Closing the streets will prevent wear and tear on the new projects. It will be safer for pedestrians. Local businesses will all be able to create patios on the sidewalks. With a number of cross roads left open, residents will still be able to cross from Italian Village to Victorian Village. Traffic will also circulate more quickly; High Street is currently unable to handle the traffic load on weekends, but there are multiple lanes roads in both directions only blocks away (Summit and 4th Streets).

#### RESIDENTIAL PARKING NEEDS

- If you don't enforce past 10 pm then under your proposed plan nonresidents can park at 7 pm and stay all night. Residents will have nowhere to park.
- Street parking is for residents.
- If all current resident spots will be available to visitors, yes.
- As a resident, I don't want people parking on my street during the night taking up spaces.
- Especially on weekends e.g. Gallery Hop. I can't park my car anywhere.
- Again, residents travel out of town, or go to work and shouldn't have to circle for an hour to find a place to park 1-2 miles away. Think of where you live and if you weren't able to park within a block of your house exhausted from work.
- We need to have residents be able to park overnight --and NOT be at the mercy of a meter. Others would need to pay to stay.
- But parking meters should only be on High St. Let the residents use the residential streets on evenings and weekends.
- RESIDENTS live in these areas!
- As a patron, I would say no, but as a resident, I know that parking is nearly impossible on weekend evenings.
- If they are not enforced beyond 10 PM, then residents won't be able to find parking spots near their homes for the night. On-street Parking spots will all be taken by visitors going to bars and restaurants which are open till 2 AM.
- I live on a block surrounded by permit only parking-- this means all the guests etc. of people living on these streets and any visitors to local bars etc. park on my street, on my block. The only option for parking at my home is on the street and being the only "open street" certainly negatively affects my ability to find parking at home. This is particularly stressful when I am on call for work and, as a single female, am arriving home at 2 or 3am with no parking to be found near my home. I agree that Short North businesses should be supported but so should the residents. Pushing parking into the neighborhoods is not a solution.

- Definitely! Residents on our street strongly want resident only hours and would want to be sure there is an ultimate deadline for getting non-resident cars off residential streets.
- This will help keep parking available for residents who need to return home during later hours.
- Not all residents work an 8-5 shift. This is a terrible survey. How am I supposed to answer question 5 without more information? As a resident, how am I supposed to answer question 7?
- But not really important for my current permit area P because our issue is Ohio State parking, less so Short North parking. In general, please note: I'm in parking permit area P. Our issues are much more about OSU students, faculty, and staff parking during school days than it is Short North people. PLEASE keep this in mind. Also, why the hate for the guest hang tag? It's an excellent technology. Simple and portable, without the hassle of getting things on-line far in advance. The hang tag is a marvelous thing!
- Also - this survey doesn't address details that were discussed in prior parking meetings. Remember, the Short North is NOT all of this area - Victorian/Italian Villages are residential communities with families and children. While we are on the edge of an arts/restaurant district, future parking plans must recognize that the villages are RESIDENTIAL areas who already are overwhelmed with parking issues that negatively impact daily life.

#### GARAGES/PUBLIC TRANSPORTATION

- Again, dumb question, the parking solution should be directing long term parkers to garages or public transit.
- We need to move people to the garages or change the mindset that you can park and walk a short distance to your destination. You don't need to park directly in front of a place. Also, invest in open streets with "pay boxes" instead of metered spots.
- There is a need for routing cars to available parking garages by incentivizing people to use the garages rather than street parking.
- Parking garages above or under businesses is a better investment in the long term financial and social wellbeing for businesses and neighborhood occupants alike.
- Why is there no discussion here about the role of parking garages in the actual Short North? The SNBA could try to leverage business interests to have garage pricing be more appropriate so that there are more cars in the garages and fewer on the streets overall. Businesses could also offer deals/discounts for bus/bike customers....

#### CARS LEFT OVERNIGHT

- Again, residents need a place to park especially in the evenings. It is already limited because people come into the area and leave their cars all weekend. Who loses.... the residents. AGAIN.
- Especially on weekends. Cars are left all night.
- I have seen cars parked on my street for 2-3 days over the weekend. Some residents do work 2nd shift and have to park 2-4 blocks away when they get home.
- Otherwise and as it is now, people from permit streets who don't want to pay for the permits will just leave their cars and visitors doing the same. Presently we have car's left for a week or more.

### *Comments opposed to enforcement past 10 PM*

#### ENFORCEMENT TIMES

- I don't know whether they should be operational past 10 pm. I'm not sure if my answer would be the same in all the districts you present on your map. In the business core (High Street) maybe no enforcement after 10 pm is OK but not in the residential areas that are farther from High Street.
- When the city changed the time from 8pm to 10pm that's when parking on the residential streets got worse.
- It's interesting that many in permit zones do not realize that there is no enforcement past 10pm, and I think the signage stating it's a permit area is enough to keep people away.
- 10pm is already late to have parking meters. If these parking meters are on High street, then yes go later but not on residential streets.
- Meters should be free from 10 pm to 8 am so that residents on High street that don't have off street have another option!
- I am OK with the current schedule of parking meters being enforced until 10pm provided permit areas are enforced at all times.
- I do not believe that there will be enforcement past 10pm either way.
- I don't think finding parking past 10 is difficult.
- What I am looking for, as a resident of Victorian Village/Short North is a guarantee of getting to park 2 of our 3 cars on the street near our home and allow a house full of guests for a dinner party to find parking for the evening in a safe distance (we're > 60 and so are our friends) 10pm is already late to have parking meters. If these parking meters are on High street then yes go later but not on residential streets.
- Just let people park where they want. We aren't Chicago or New York.

#### GARAGES

- It's hard to tell how these things together will impact the neighborhood. You need to buy the Family Dollar property and build a garage there.
- We need more free garages that are spread out conveniently.
- With the existing garages, plus the ones being built, do you think we have enough parking for visitors to the neighborhood?
- The first effort that was made on this project made no mention of any plans to drive traffic to area parking garages. Zone-A has parking garages that on most evenings have plenty of available consumer spaces. This is important, please have a plan that encourages parking garage usage.
- The major problem is I should be able to park reasonably close to my condo. I currently have to fight for parking for people who want to come down here but not pay to park. The garages are there for a reason. This needs to be more resident-minded. The businesses should be using garages or shuttling people in from underused city owned lots. The city allowed all of this construction and now wants to local residents who were there before all this started to deal with it.
- If people want to drive and park in the Short North, they can pay in an underground parking lot that does not interfere with people-focused land uses. They should also pay significant rates, at least 2x-5x current rates. IF metering is used, demand pricing should be applied to all meters at significantly higher, or at least comparable, rates to garages. Particularly on the weekends, curb lanes should prioritize transit (including microtransit like Hopper) and ridesharing (Lyft, Yellow Cab, Uber). On-street parking should be allowed for 2

hours for carsharing, like car2go. These vehicles move frequently, and parking is not abused by drivers who simply refill meters.

## PARKING METERS

- So, it sounds like meters are a done deal. Big surprise.
- Parking meters are detrimental to the residents that live here. The city and its homes were not built with off-street parking in mind.
- Meters are not the concern of the zone-A residents. It's the street parking. My concern here is my availability to maintain the current availability of street parking (I do not have a garage or off-street parking) daily after 5pm.
- As long as the meters are not on residential streets.
- I think parking meters should not be placed in front of homes. This means no visible parking meters on Neil Avenue from 670 to 9th avenue and the side streets between the Olentangy River and High Street. I can't even believe the Victorian Village Historical Society would allow that as strict as they are with historical preservation. Parking anywhere in the area described above should be limited to either residents who live on those streets and to a 3h maximum by digital guest passes provided by the residents who live there (similar to a digital pass employed at OSU via Parkmobile).

## DEVELOPMENT

- We need more parking. Instead of giving all the new buildings tax abatements and the residents getting nothing, why not force them to include in their building public parking. Do not punish the people who live in the short north, by limiting how many guests I can have come to my house. Let's get more parking for the people who come to visit but not at our expense.
- I only have street parking for my condo. I have been trying to sell this condo and I cannot find anyone willing to buy it even at \$20,000 under market value because of the uncertainty of the parking situation. The last proposal was going to screw the resident's over. I hope this one understands that some of the century buildings that were converted to condos only have street parking available.
- The particulars of the existing metered spaces are of no concern to me. What is of concern is that - in an extremely automobile-centric city - the neighborhoods of the Short North area and their inhabitants needs take precedence over the desires of High Street revelers (and the greed of the developers that seek to attract them). The newest round of development in the Short North is already heavily subsidized by taxpayer - READ MY - money. Don't screw me twice by making it impossible to park in my own neighborhood! The residents of Victorian Village and Italian Village are fully aware of the ways in which city council has consistently been trying to skew this parking plan in favor of developer and business desires and are committed to fighting it for as long as is necessary. There will be political hell to pay for turning mature neighborhoods into a parking lot for visitors. Given the controversy over the city's subsidization of development already, the script is already written.
- I don't think any areas should have permits (Italian & west side of VV) if you are going to make parking impossible for the blue zone. It should be fixed for everyone or no one. And you need to build public garages and assess all the new buildings to pay for it. These tall buildings are making the problem much worse and

that's your fault. You're doubling the population of the area without more green space or parking. Meters won't solve this.

## REVENUE

- You'll lose money paying meter maids as demand for parking is low except on Friday/Saturday.
- Enforcement costs should be kept minimal by heavy enforcement during a short initial period. Towing should occur, rather than ticketing. Enforcement revenue should be reinvested into the neighborhood, based on recommendations from a stakeholder advisory group consisting of residents, businesses, and other stakeholder groups.
- Free at night.
- Parking enforcement past 10pm would likely cause less desire to spend extra time and money in the short north because after 10pm is when people are out drinking.
- Deterrent for dinners or outings.
- That is an obvious greedy move on the city's part.
- Again, if people park everywhere else without that enforcement, why would we do that here? It would be a bigger handicap to the Short North and would probably hurt late night businesses.
- I think there needs to be some break if you want people to frequent the businesses and you want people to live in the Short North. This can't be all about the city making as much money on patrons as they possibly can.
- I am not sure. Has any current information been collected about the peak times for restaurants? How many restaurants stay packed after 10pm? I know at least Union stays busy.

## MOBILE APP

- Parking should be prohibited or very limited. Mobile payment should be limited to one extension, at most.

## SAFETY

- It's a safety issue for residents potentially.
- Very concerned about the increased litter, noise, public drunkenness that will be invited into the neighborhood.
- I shouldn't lose my ability to park in the vicinity of my home during normal hours, so the college kids can go get drunk and park for free. Sending drunks into residential areas for their cars has cost me alone a couple thousand in property damage. FIX THIS.
- Parking needs to cater to the area, and given that it is now an entertainment district, the area needs to consider the amount of bars and restaurants in the short north and how parking enforcement could affect safety.
- To keep our roads safe, police enforcement should be heavy late night to catch DUIs. Messaging around drunk driving should be widespread, and we should direct all stakeholders to use safe options - COTA, ridesharing, etc.

## DISSATISFACTION WITH SURVEY

- Over all, this survey is very inadequate in that a lot of the options do not have enough details to make an informed response. But there is no comment space to ask questions.
- This survey is poorly designed and doesn't really address the underlying principles and concerns. It seems like the residential neighborhood is being turned into paid parking for the retail corridor with little concern for residents. At the moment people leave their cars for days or weeks on our street and there is no enforcement.

What is the best way to inform and educate the general public about new parking provisions in the Short North?

- (15) Social media outlets, including Facebook, Twitter, Instagram, etc.
- (11) Local publications, including Dispatch, Short North Gazette, Columbus Underground, etc.
- (9) Better signage for Short North parking changes.
- (9) Direct mailings.
- (8) Links on websites, including tourism sites and local business sites.
- (8) TV and radio outlets, including the local news.
- (4) Through enforcement, including ticketing, towing, and a grace period with warnings.
- (3) Any way possible.
- (2) Pamphlets at local businesses.
- (2) Reaching out to community leaders and civic organizations.
- (1) Awareness campaigns for greater Columbus bus residents.
- (1) Designated area for taxi, Uber, and Lyft drivers to prevent traffic stoppage.
- (1) Push notifications on cell phones.
- (1) Direct communication from the City.
- (1) Distribute rate information regarding garage prices vs meters to encourage use of garages.
- (1) Make sure residents of Victorian Village agree to this FIRST before educating the general public of any new parking solution.
- (1) Stop over-building the SN unless you are going to improve off-street parking and alternate transportation methods.
- (1) Provide more parking in the Short North area; new businesses must provide parking for employees and visitors.
- (1) Don't add new parking restrictions.
- (1) Need parking garages and shuttles.

## Employee Comments

### Do you believe there is a need for parking enforcement on Sundays?

#### *Comments in support of Sunday enforcement*

- Please note that these multiple-choice questions with most having no opportunity for additional comment (nearly all of them) are not helpful. They're too simplistic and they don't allow for understanding of the complexities of the situation. I hope the city is not going to simply tabulate these and then implement the program that the City seems to already have decided upon.
- I don't know how I feel about this - I think that there should be a "day off" the meters but some folks take advantage of this.

#### *Comments opposed to Sunday enforcement*

- We need more free parking options such as convenient garages, not more paid and restricted parking options.
- Sundays are slow already, so encouraging people to come in those days helps.
- I have never once had a problem finding new parking on a Sunday. Plus, I don't trust the Columbus Division of Police to responsibly or appropriately enforce parking regulations in an equitable fashion. They will likely be enforced disproportionately against people of color.
- Having a limit of 3 hour or 10, and not being able to feed the meter is terrible. I work at a salon, and I cannot walk away from a client to move my car. No one says there's guaranteed spots to move to. What if your waiter or waitress had to step away for 40 minutes to move their car, and in the mean time you got a ticket because it took 40 extra minutes. This idea is ludicrous. I disapprove in every way possible.
- Always can find high street parking on Sundays. No need for Sunday enforcement.
- My employer is closed on Sundays.
- I belie meters should be free in Sunday's. It is not clear what enforcement means.
- The problem is not the amount of time on the meters. The problem is that there are not enough parking spaces to accommodate the number of residents, their guests and people who want to visit the Short North. I have heard from many, many people in Columbus that they don't bother coming to the Short North anymore because they can never find parking.
- Don't take this from me :(
- Parking is already expensive for an employee working every day. It takes a cut out of my pay and is extremely inconvenient.

### Do you believe there is a need for parking enforcement past 10 PM?

#### *Comments in favor of enforcement past 10 PM*

- Bar employees/owners will abuse. Enforcement until 11:00 weekdays and 2:00AM weekends.
- The busiest times are 5pm and after. Especially weekend nights when some restaurants and bars are open till 3AM.
- Bars are open until 2 AM. If you want to solve the problem, you need to be committed to enforcing the meters during the time the businesses are open.

*Comments opposed to enforcement past 10 PM*

- These questions are extremely limited. How about a question about whether adding bike lanes, better bike parking, improving pedestrian access would improve the Short North? Better transit service? Replacing on-street parking with bike lanes? You should be thinking about how to reduce car access, not increase parking.
- The issue is whether the car is still there in the morning. On the other hand, people in the Short North past 10pm are drinking. We would not want to do anything to increase the likelihood of drunk driving.
- I don't trust the Columbus Division of Police to responsibly or appropriately enforce new parking regulations in an equitable fashion. They will likely be enforced disproportionately against people of color.
- People sleep. This is also a terrible idea. Wake up just to move your car? Terrible terrible terrible.
- This would just make people mad.
- I don't feel that meters need to be enforced past 8pm.
- Bruh is you serious?

What is the best way to inform and educate the general public about new parking provisions in the Short North?

- (3) Social media
- (3) TV and radio ads
- Send out emails to let people know
- Newspapers/websites, Columbus Underground, etc.
- As many places that it can be

## Visitor Comments

### Do you believe there is a need for parking enforcement on Sundays?

#### *Metro Visitor comments in support of Sunday enforcement*

- The best plan is to encourage Uber and public transit for long term visitors (more than an hour). Changing the rules for certain days is confusing and doesn't drive the behavior. It's easy to find parking during daytime business hours at meters and the garages are usually half empty all the time.
- There perhaps once was a reason for free Sunday parking, but now Sunday is just as any other day in terms of traffic and folks going out and about.
- You should wait all the construction to get completed before make analysis of parking situation. The blocked street by construction and construction workers parking their cars and trucks in the streets contribute or are the LARGE cause of the mess.
- I am one of the people who love the businesses in the Short North. I have avoided going to that area mostly because the parking is horrendous. The City took away the lot that most of us parked in while eating and shopping. I attended a concert last year. Because of the "pay as you leave system"; we waited over 30 minutes in line to pay at the kiosk. One of the broke and would not process our payments. Therefore approximately 100 people stood in line waiting. If a human or even pay before the event was possible; I would think about another concert in that area. It was totally crazy as people did not realize where the line started and could have caused a safety issue as people became very irate at others jumping line.
- Weekends are busy and people wishing to visit businesses should be able to find short term parking at meters to ensure fair access for all .
- I don't see how Sunday is any different from the other days.
- If people want to park their private vehicles in public space, they should pay.
- Enforcement needs to be strong all the time or the whole system is falls apart.
- Weekends are typically busier in the short North.
- But you are completely missing the point. The problem is not price or enforcement, the city violated its own rules and so there are not enough places for residents and business workers/ customers to park!
- Reserving space for valet parking is wasteful.
- Without Sunday enforcement, convention center attendees would park at meters for extended time periods.

#### *Metro Visitor comments opposed to Sunday enforcement*

- Ban the use of valets bagging meters. Meters should always be available.
- Most cities don't have parking meters operational on Sunday and holidays.
- I think residents and employees are using metered parking on Sunday. The free pass should be for guest. But still have a time limit.
- It takes nearly an hour to use a bus to get there but only 5 minutes by car. Lately, I have not visited due to lack of parking and bad weather.
- It's nice to actually have a day where there's free street parking at meters!
- It's one of the reasons why I come downtown on a Sunday. Because it's free.
- Not if meters are free.
- Less traffic. No need.

- It's the one time I know that I can actually find parking near my destination. If Sunday's weren't free I probably wouldn't even come. There are plenty of smaller downtown/uptown areas to visit with free parking.
- Can parking please be free on Sunday?
- Parking on city streets should be available for any one at any time. Redeveloped areas like the short north have failed to address parking issues and are struggling to find a solution after the fact. If people choose to live in theses redeveloped areas, they should not expect the city to provide them preferential parking at the expense of visitors and customers of these areas. After all, these are public streets that are supposed to benefit all motorists.
- And get rid of the weekly street cleaning on Sunday Nights! It's hard enough to find a space.
- That's one of the things that attracts me to the area every weekend.
- What would be really helpful is if the city paid to excavate and put some garages under ground
- If parking is free on Sundays in every other part of Columbus, the Short North should be the same.
- The area is less busy and easier to find parking.
- I avoid Short North when possible because the parking situation is so terrible. I would be a much more regular patron if it was easier to find parking, and even more regular if parking options were cheaper and/or free.
- Free parking on Sunday and holiday's would be an asset.
- There are too many meters on High street. The parked cars block the bus from moving at a reasonable speed as the bus is often stuck behind them after it pulls over to a stop. It routinely takes me 45 minutes to an hour to get home from work in the evening because the bus is stuck in traffic, and often stuck behind parked cars. You should reinstate rush-hour parking restrictions, and strategically remove on-street parking spots near bus stops and busy right turns. WAY too much street spaces has been allocated for cars.
- Unless the city is actively discouraging people to park on the street and forcing them into garages (and lining the pockets of those garage owners) I don't think enforcing parking on Sundays is a wise idea. It's nice to have ONE DAY in the week when you don't need to worry about moving your car every couple hours or paying through the nose in a garage.
- Free parking brings people down who would normally avoid shopping in Short North. I go on Sundays, so I can shop, eat and visit galleries I normally wouldn't pay for parking to patronize.
- It would be difficult to enforce meters on Sundays after having them not be enforced for so long. When meters are filled up, as they tend to be on Sundays for brunch, I usually just go to a parking garage. I don't think that enforcing meters on Sundays would really impact anyone who is deciding to visit the Short North, they would come anyway.
- It's really nice to sometimes park for free. I do business and it ends up being expensive to always park down in the short north.
- How about disabled people? Theatre requires more than three hours or you have to leave show to feed meter. Very disruptive.
- Sunday should just be a free for all. It's fine.
- No. This is the one time I'm able to grab quick, close parking to coffee shops etc. when I'm just trying to run and grab a drink.
- NEVER.
- There needs to be at least one day were visitors/residents get the benifit of not having to pay for parking while also worrying about receiving a parking ticket.

- Absolutely not! It's Sunday!
- Sunday's are a day for families to enjoy each other and friends to get together. No one wants to park somewhere and constantly worry about if the city will ticket or tow them .
- I think keeping Sundays as a day where paying for parking is not enforced is awesome and should not be changed.

*Out of Town Visitor comments in favor of Sunday enforcement*

- would improve access to restaurants and businesses. parking is a serious deterrent at the present time
- There is on residential streets in Harrison West. My sister n lives in a group home, and his staff and visitors have a difficult time parking.
- Assuming mobile pay is implemented - require parkers to use app (no charge but steps same as if there were) so that historical data could be gathered then enforce as historical use data justifies.

*Out of Town Visitor comments opposed to Sunday enforcement*

- I failed to get much done in the Short North area, and there seemed to be a lot to do when I visited there from out-of-state. Parking was a nightmare, and when I actually did find some parking, my time at the meter was limited. I needed at least four hours to see and do everything I wanted to do in the Short North. I came to eat, shop, and relax and spend money! I didn't spend a lot of money because of the parking situation--or I should say lack thereof.
- Free parking on Sundays help promote sales and business. Less money spent on other expenses.

Do you believe there is a need for parking enforcement past 10 PM?

*Metro Visitor comments in favor of enforcement past 10 PM*

- Maybe for gallery hop.
- Meters should turn over every hour or 90 minutes, creating reliable parking for short visits. The late-night bar crowd should be discouraged from utilizing meters as a long-term parking solution as this presents safety issues for patrons of high street.
- on Fridays and Saturdays, yes.
- Due to the number of bars in the Short North this should be considered so people are not parking on the side streets and to encourage people that are staying for long periods to use a parking garage.
- But you keep missing the point. You are focusing on the wrong issue. The city has created its own mess. It is not about pricing and enforcement, It is about having enough available parking for customers, businesses and residents.
- Maybe not past midnight.
- If not, cars get left over night.

*Metro Visitor comments opposed to enforcement past 10 PM*

- I do not believe parking meters should ever be operational.
- Most businesses are closed.
- it's not parking that is a problem in the short north. it's the over rated businesses
- Most of the shops close around then; so it does ease up that late at night.
- Shut em off at 10!
- 10pm is already a rip-off when just a couple years ago, enforcement ended at 6pm and still does in most other locales throughout the city.

- This helps invigorate nightlife. More importantly, competition over parking spaces after 10 p.m. has much less impact on Short North residents.
- There is less demand for parking after 10 and ticketing/towing cars left overnight could incentivize DWI
- The majority of shops are closed by this point, opening more spaces for restaurant business (which usually stays longer in one place).
- People are often in the Short North to go out to bars. Leaving the meters off past 10 PM means that they can leave their car parked, and while I understand that they're taking up a parking spot all night, it's better than the alternative (ie, drinking and needing to move their car after a certain period of time).
- no one is shopping after 10 pm, only eating and drinking, so extended parking at meter doesn't really impact shoppers.
- No- this makes it hard for people who realize they've had one too many to figure out what to do with their vehicle- it's nice to have the option to come back in the morning when you are sober to grab your car!
- NEVER.
- Past 10pm a lot of people are I. The short north at social events that last over 2hrs. The last thing I would want is to have to walk to my car in the middle of an event and feed a meter.
- Why pay more tax dollars in having people ticket cars at night. Our tax dollars could go somewhere else.
- I think parking meter time should stay the same 8AM-10PM and remain free after.
- I believe the 8am-10pm time range is perfect.

*Out of Town Visitor comments in favor of enforcement past 10 PM*

- I think data would suggest that peak times are often past the current 10pm limit. The sole purpose of charging/enforcement to park should be to improve the area (businesses) and the availability thereof rather than the usual money grab of the city. Meaning, all monies collected by PTP and fines should go back to maintain and improve the area.
- Especially in short north.
- Night dining would be more available with better parking options.

*Out of Town Visitor comments opposed to enforcement past 10 PM*

- I enjoy not having to worry about paying the meter after 10!

What is the best way to inform and educate the general public about new parking provisions in the Short North?

- (23) Social media – Facebook/Twitter.
- (10) Local newspapers and magazines /The Dispatch.
- (6) Local news channels 4, 6, 10, 28.
- (3) 614.
- (2) E-mail.
- (2) On the meters.
- (2) Restaurants/Stores websites and social media.
- Alive weekly mag.
- The people that come to the Short North by car are not necessarily tourists. They stay at hotels and walk. The people from the surrounding suburbs need to be notified. I doubt they are looking at a city web page or tourist links. If they are already downtown, then they aren't driving. The people using COTA obviously don't care about car parking. The older consumer is not downloading a mobile parking app.
- Town crier.
- All parking should be free; no need to inform anyone.
- don't make fiddly changes that need to be explained.
- People that you sent this link to.
- More garages.
- Columbus underground.
- Civic meetings.
- At businesses and on their websites including OpenTable.
- Billboards.
- Make your damn meters easy to read. Quit using small type!
- Text messages.
- Have different shops in the Short North spread the word on parking changes via social media. It will get the word out quickly! Utilize different forms of social media I.e. Instagram or fb to spread the word.
- If the parking app is required to pay there also needs to be sporadic kiosks so if someone without a smartphone can still park. All updates should be done via app and kiosk. Generally parking guidelines should be on signage just as it is currently yet mention to check app/kiosk for possible variations.

## Appendix F: Short North Alliance Business Survey Data

The Short North Alliance wrote and distributed a survey to their members covering a wide range of topics in early 2018. The summary below includes the questions and responses from that survey that are directly tied to the proposed Short North parking plan.

### Key Themes

When asked, "What were the greatest challenges you faced as a business owner in the Short North Arts District in 2017?", 50% respondents said it had something to do with parking.

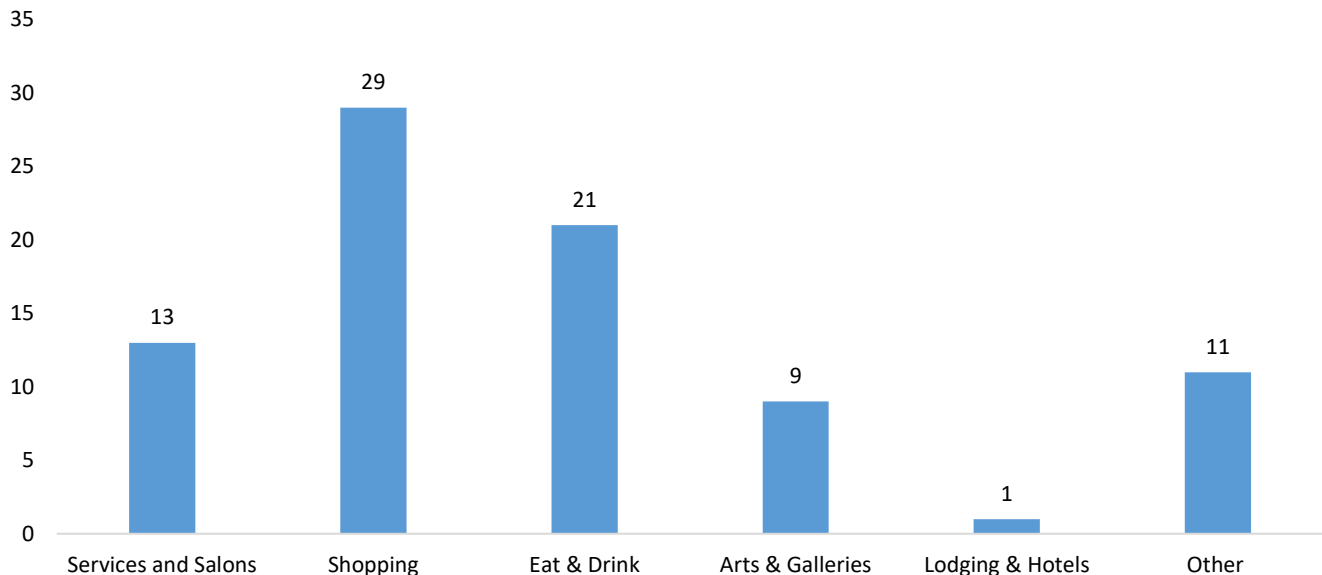
76% of businesses do not support parking enforcement on Sunday's.

64% of businesses either do not think an employee shuttle would benefit themselves or their employees or have no need for a shuttle program.

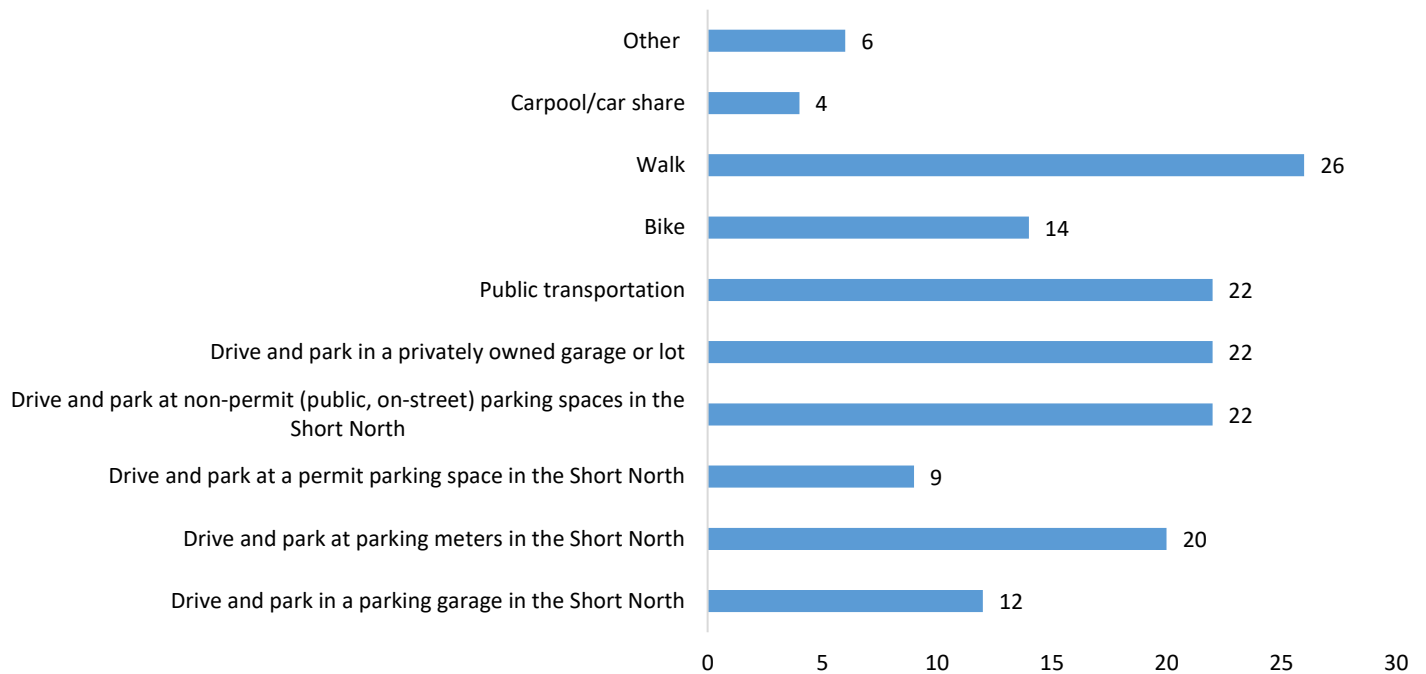
60% of businesses are supportive of an increase in meter rates.

Parking passes are only helpful if they allow employees to park close to their businesses.

Select your business category:



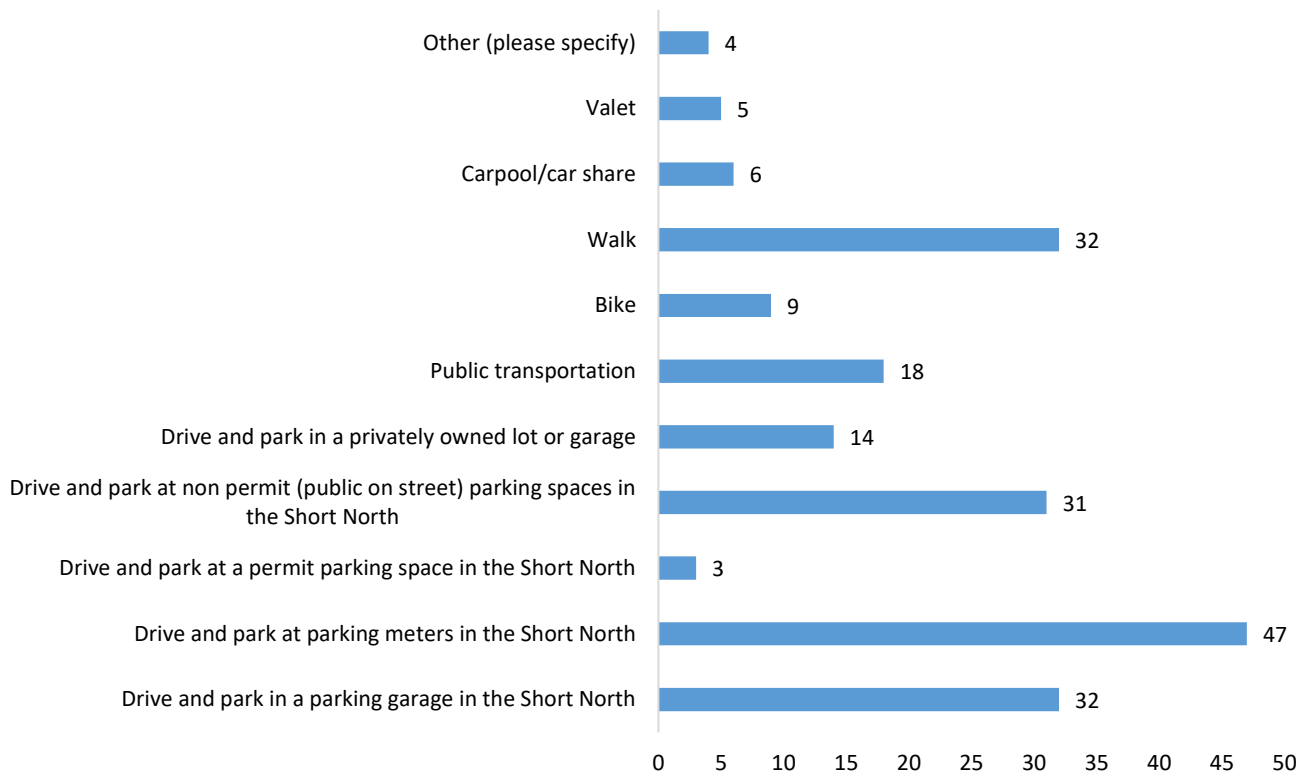
How do your employees get to work? Check all that apply:



**Comments:**

- (2) Lyft/Uber.
- (2) No Employees.
- (1) Don't know.
- (1) Most employees do not work in the Short North.

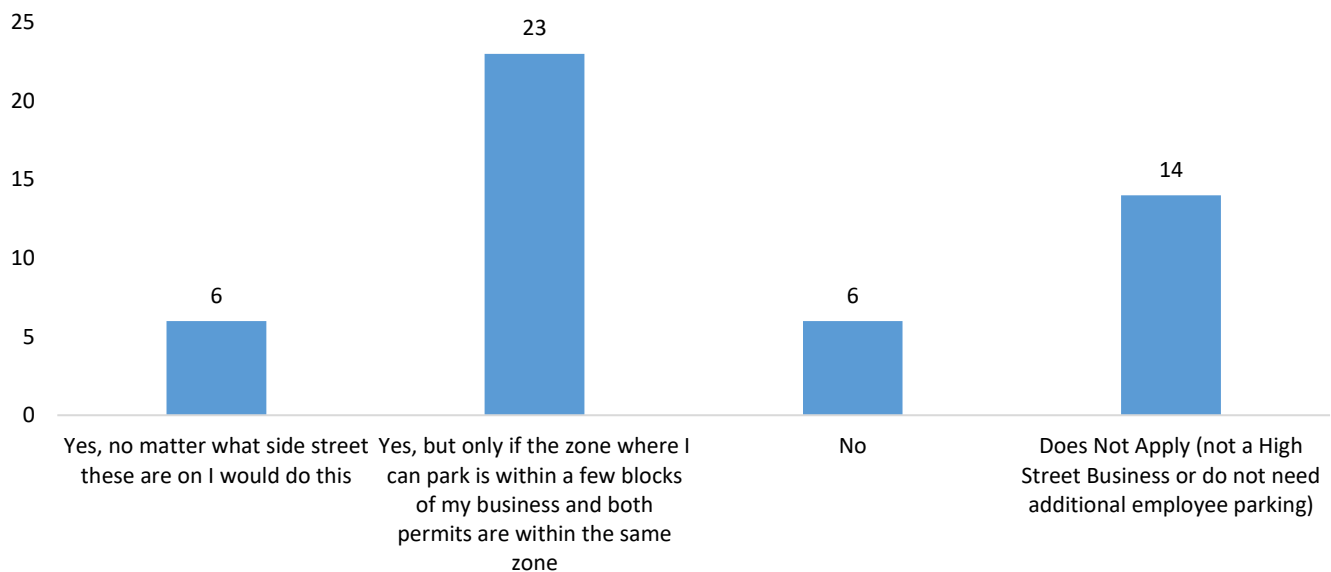
How do your customers predominately get to your business?  
Check all that apply:



**Comment:**

- (2) Uber.
- (1) Don't know.
- (1) People won't park in parking garages for some reason.

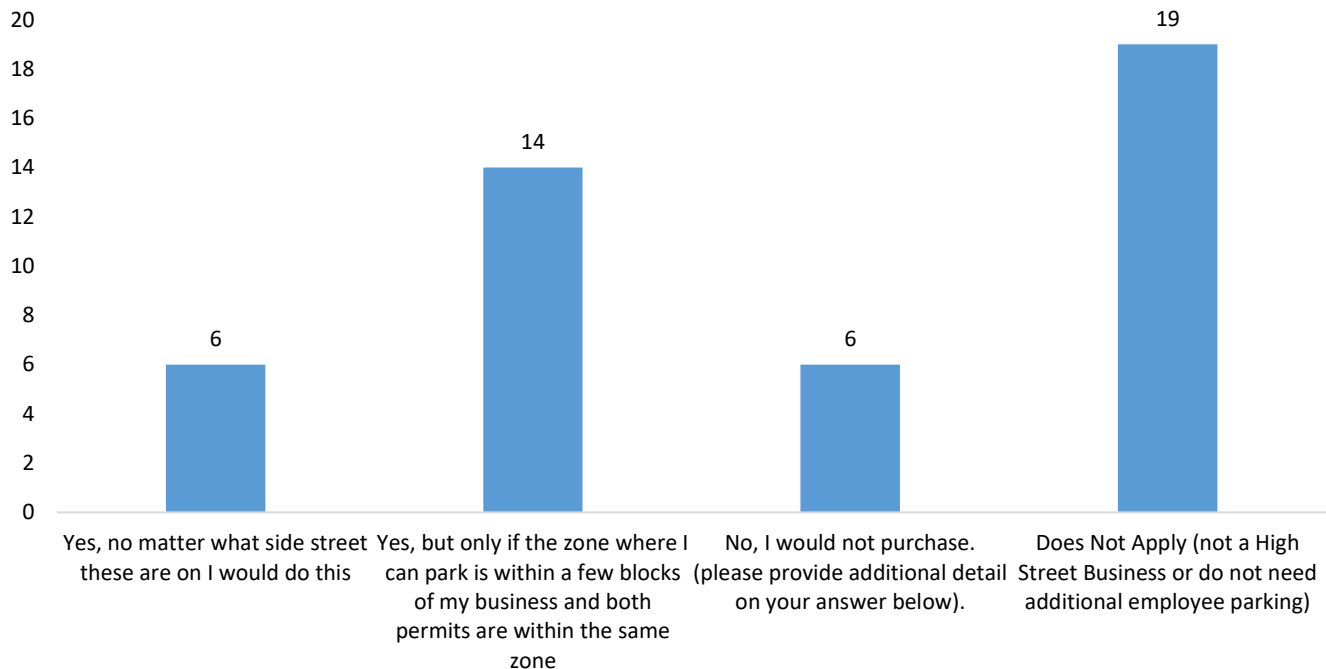
The City of Columbus is considering creating an employee parking permit program that would allow every business located ON High Street with up to 2 parking permits which permit parking in a zone on residential streets for a cost of \$100 per permit annually. Would you purchase these permits?



#### Comments:

- No. We already have employee parking.
- need permit parking for rental staff and maintenance staff to show apartments and to perform maintenance is various locations in VV and Iv WP areas.
- We will only need this once they develop our parking lot. But I would want it to be safe for my employees to walk there at night.
- not on High street.
- Our address is listed on High Street but faces Warren. What rule applies to us? We do already purchase the hang tags City of Columbus provides and really value them.
- Yes, but two permits is a joke! We are a low parking impact daytime only business. The City of Columbus does not truly want input from locally owned businesses. It is more than apparent at meetings that representatives of the city do not care how they will impact individual businesses. Columbus is not small business friendly. Many business owners I am speaking to wish to move out of the Short North or have moved out of the Short North. The city built a seven-story parking deck on Front Street right next to the new city building. Why? Why should they need parking, we don't here in the Short North according to city officials? We have plenty of parking! Let's spend more money to study the problem. It's disgusting, the incompetence.
- We pay for two parking permits through our landlord for the parking space behind the building.
- depends on where location for employee safety.
- Does not help my 10+ employees equally, and sharing passes is not an option with shift change (regardless of whether the pass is single-vehicle or hangtag style).

The City of Columbus is considering creating an employee parking permit program that would allow every business located OFF High Street with up to 2 parking permits, which permit parking in a zone on residential streets that is within three blocks of your business. Would you purchase these permits?



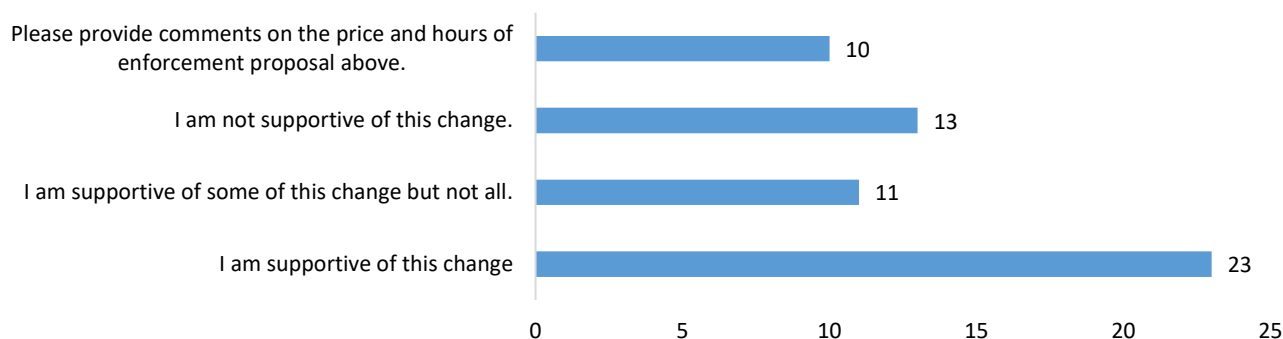
#### Comments:

- These last 2 questions are hard to read.
- Does Not Apply - We are ON High Street.
- see answer to question 29.
- I don't know - need more details - probably would purchase.
- Not a business located OFF High St.
- See above answer to #29. I would buy the two permits available, but 2 permits is a complete joke! A move out of the Short North will probably become necessary.
- See answer above.
- We will likely soon lose access to parking and this would be a decent option. If only High Street businesses gained access to such a program that would be a huge snub to side street businesses.

Currently, it costs \$0.75 cents an hour from 8am to 10pm with no time limits to park at an on-street parking meter in the Short North. The City of Columbus is considering changes to those rates to improve parking turnover and support better utilization of both meters and garages. Here are some potential changes they are considering:

- 8am to 4pm, cost is \$1 to park at a meter
- 4pm to 10pm, cost is \$2 to park at a meter
- 10pm to 8am, cost is free to park at a meter

Please check all that apply to your feelings about this change:

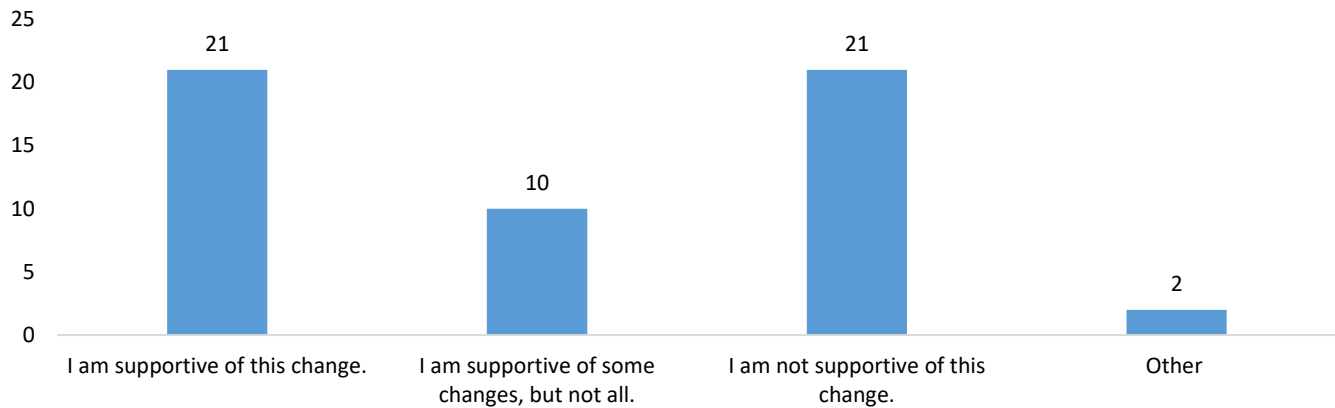


#### Comments:

- It is already difficult enough for people to find parking, throw in higher prices and it will be an area to avoid all together
- Too expensive. Might as well park in a garage. Cost should be the same when being charged, otherwise too confusing.
- confusing! Is it per hour OR the entire time price?
- I don't think we should increase the price of parking I think people should be allowed to park for as long as they would like to at a meter within a 24-hour period.
- It is difficult for my employees who I pay as much as possible to afford to pay every day for parking. We utilize the free parking within walking distance as much as possible.
- Supportive if the above amounts are per hour.
- No comment.
- We are making it more and more difficult for a typical consumer to come to the district, it feels like the city and Short North Alliance are simply in the pockets of Pizutti, Borrer and Wood and do only as they wish and for their benefit.
- Increasing parking meters will only upset people and deter business.
- I am only supportive if this is city-wide, not just Short North.

The City of Columbus is considering changing the time restrictions for metered parking to 3 hours and the option to add more time beyond three hours would go away.

Please check all that apply to your feelings about this change:

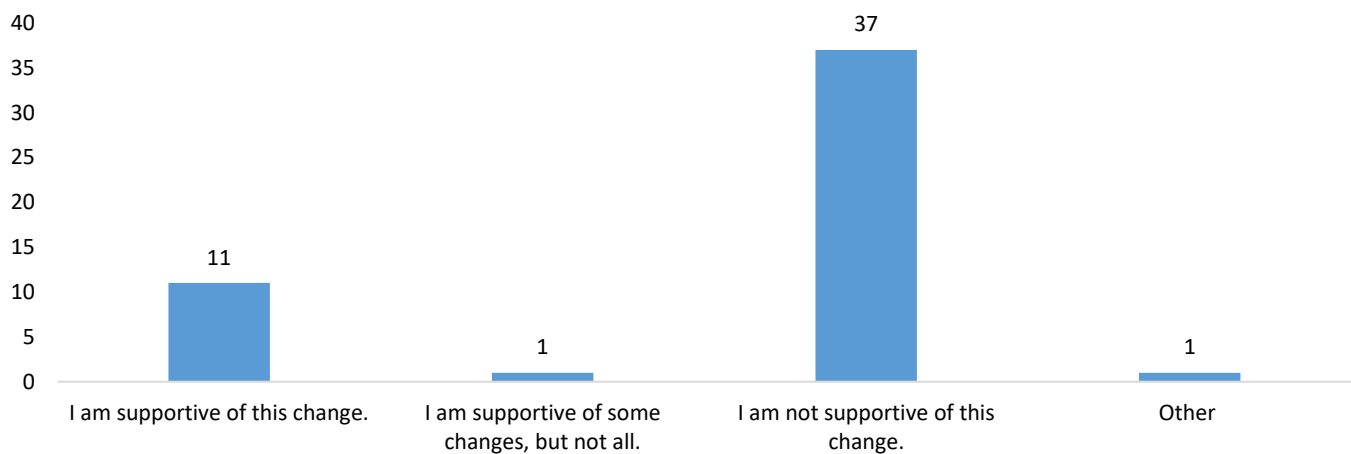


**Comments:**

- I'm not sure.
- Supportive if access to parking for employees is greater than 2 permits.

The City of Columbus is considering enforcement at meters on Sunday.

Please check all that apply to your feelings about this change:

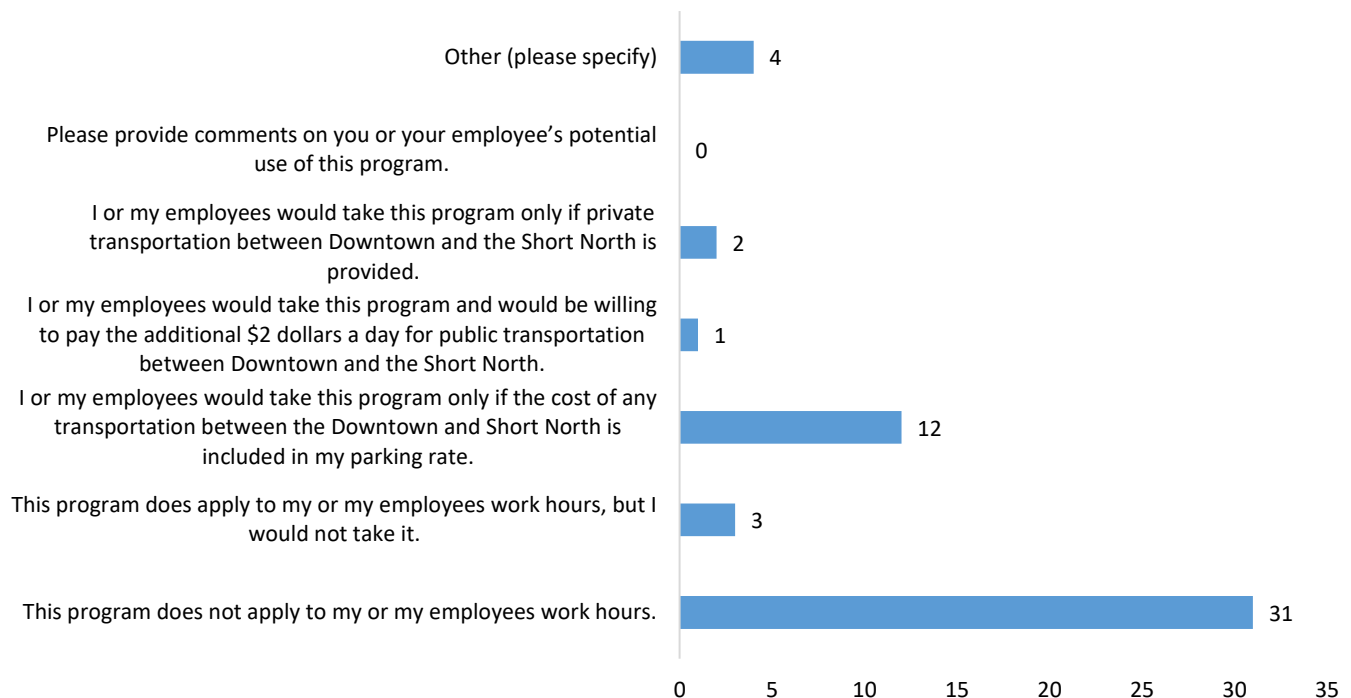


**Comments:**

- Coexistence is key.

The City of Columbus is considering creating a Park and Ride program for evening Short North employees that could work as follows. Employees would have access to park in a Downtown Parking Garage beginning at 3:30 pm each day until 5:00 am the following day for a deeply discounted rate of \$2-\$4 per day and with transportation provided through either the CBUS, COTA Night Owl Bus, Hopper Cart, or other Private Shuttle Service between the Downtown Garage and the Short North Arts District.

Please check all that apply to your feelings about considering this program:

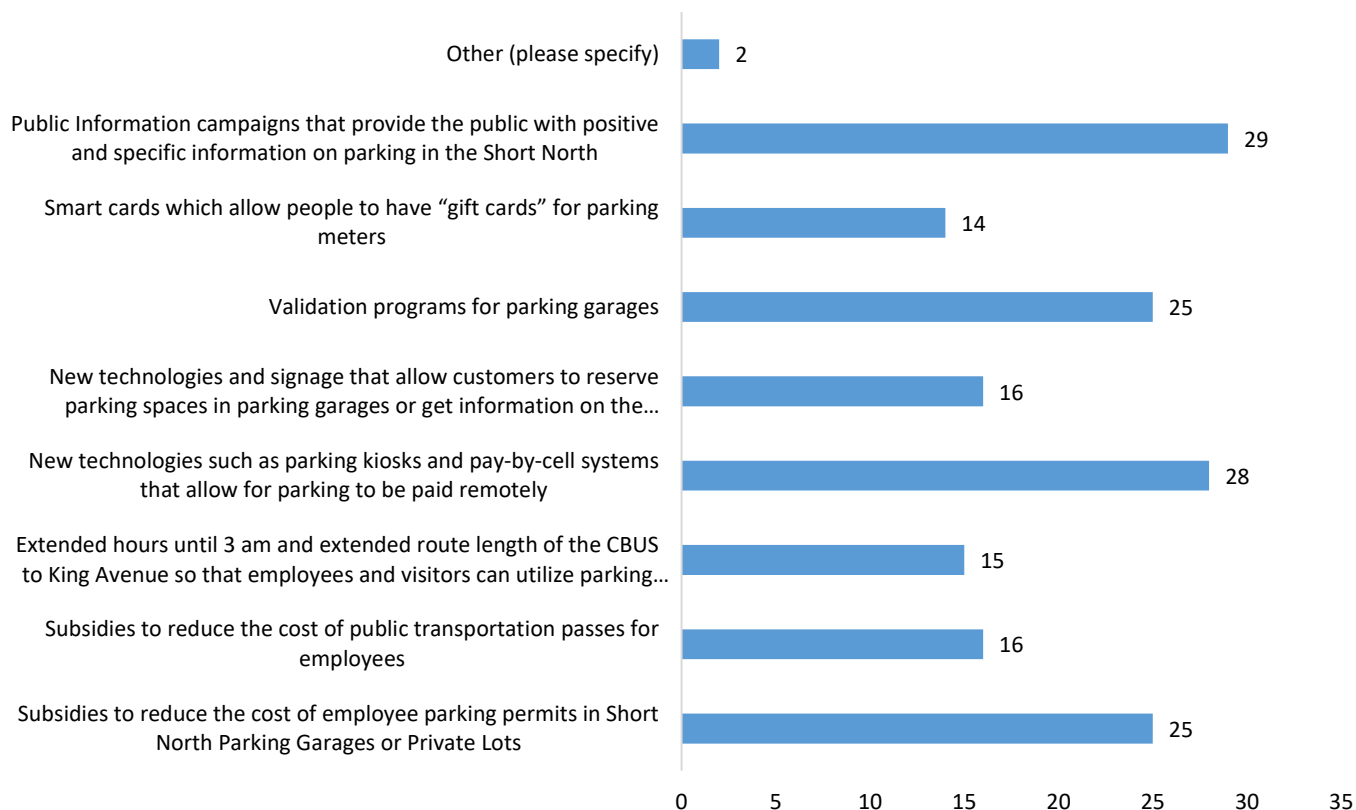


#### Comments:

- Need the parking to be in the Short North.
- My business opens at 11, when shifts are split, the afternoon staff comes at 3, this would not pertain to me unless our It stated earlier.
- We don't need this at this time.
- I am concerned that anything more than \$2 per day would be cost prohibitive for some employees and they might avoid using it. I think the price should include transportation between the parking and short north.

The City is considering creating a Parking Benefit District which would generate funds through parking variance in lieu fees and increased meter revenues to fund programs which improve parking and transit in the Short North Arts District.

Rank which of the following programs you would be supportive of seeing implemented with this funding:



#### Comments:

- Too confusing.
- It seems as though you are addressing a transportation problem with a parking solution which will be rendered obsolete with continued development and traffic flow.

## Appendix G: Focus Group Report

### Process

Focus groups were conducted with several major stakeholder groups in the Short North to receive in-person feedback in a small group setting that encouraged honest reaction. Residents were selected from the Parking Work Group, previous survey respondents, and segmented based on location in the Short North area in order to help ensure broad representation in each group. Business, employee and community-based organization representatives were selected by location to gather feedback from all areas of the Short North, and by differing sizes of organization to gain perspectives from small and large employers in the area. To best accommodate the general availability of participants, business, employee, and community-based organization groups were conducted during the day and resident groups were conducted in the evenings.

Six focus groups were scheduled with four different stakeholder groups, as follows:

- 3 groups for residents
- 2 groups for business owners
- 1 group for employees

### Resident Focus Groups

In general, the residents were unhappy with the higher cost of the new plan and felt it would restrict their lifestyle by limiting the number of guests they could have. They also feel that this plan benefits the businesses in the area more than the residents. There is still much confusion as to permitting and multi-unit residences.

For the three resident focus groups (34 attendees), the following are the key themes:

- Residents want more resident-only parking on the neighborhood streets.
- Residents want more flexibility with Guest Passes than what is outlined in the Plan.
- Cost of Meters (visitor parking) needs to exceed the cost in the garage in order to prevent visitors from parking on the neighborhood streets.
- Enforcement needs to be consistent and 24 hours (no midnight cutoff).
- Residents feel that increasing the rates for permits is unfair as it does not guarantee a parking space.

Additional considerations are grouped below by topic:

#### **Current Challenges to parking in the Short North:**

- Difficult to sell or rent homes when there is no parking.
- People parking on streets for close access to transportation.
- Daytime parking is reasonable, but evenings are very challenging, business focused plan doesn't value residents enough.
- Outside elements come in to use neighborhood as a parking lot.
- Visitors expect to park on the streets.
- Influx of people who expect to park close, residents are expecting to park close.
- Parking plus the traffic exacerbate the problem.
- Development is not adding enough parking.
- More student housing but less parking for the students.
- City has oversold permits.
- Inconsistent enforcement, especially near High Street.
- Employees need more parking but not on residential streets.

- Visitors are not obeying “no parking” signs.
- Some parking available, but not convenient to residence.
- Event and weekend parking is straining an already packed area.
- 4<sup>th</sup> street is getting busier with students and development.
- There is too much overpriced, underutilized off street parking on private properties.
- Tax abatements for developers, no tax breaks for residents.
- Employees and visitors taking all the residential parking.
- Big employers should subsidize parking for employees.
- Current construction workers are parking in neighborhood.
- People using Cbus route as free park and ride.
- visitors are loud and drunk and not respecting the residents.
- Condo parking costs too much, residents using streets instead.

#### **What do you think about the Proposed Zones?**

- Zone A is too long north to south. Can the zones be east – west instead?
- Weinland Park, Grant Park are also affected, but not in the plan.
- Can we extend zone C to accommodate new development?
- The zones are too large in a very diverse area. Need more zones to fit everyone.
- All one zone is helpful for those who need to park a block away. Gives the opportunity to find where parking is more available.
- Outer Zone has no parking shortage during daytime.
- The Residents should have permit in any zone, not just only their zone to give residents more flexibility.
- One inner zone or two – those on High St may want the larger inner zone.
- Change the map to show which streets actually have parking on them and don’t show the streets that don’t have parking on them.

#### **What do you think about the Resident permitting plan?**

- Variances for multiple units – Can residents get permits?
- Make residents use their overpriced, off-street parking better so that employees can use the street.
- Residents do not want to pay to park on own street.
- Turn underutilized private property areas into parking for residents in apartments.
- Everyone now is happy with their current parking situation vs. the Plan.
- Residents want to park where they live.

#### **What is your reaction to the Resident Guest Passes plan?**

- Residents should have freedom to have guests whether they are in multi-unit or not.
- Need option to have party – special event – an event variance?
- Residents do not want extra guests to pay to come visit.
- Want friends to be able to park nearby.
- Need more than 2 passes.
- Residents want flexibility in the 300 per year – use more now and fewer later?
- Reliable phone signal for parking apps is a concern, especially during events
- Privacy concerns, who keeps and sees data on who visits whom and when?
- Too high a charge for guest privileges.
- Want longer guest hours.
- Want passes to be good for 24 hours and not start at 8am.
- Still not enough parking even with a guest pass.

**What do you think about the time limits and fees for Meters (Visitor Parking)?**

- Businesses need validation program for garages.
- Employees and visitors will still walk a long way to avoid paying for parking.
- Coupons to use garages.
- Three hours is too long and doesn't open up often enough.
- Will the data support that these rates will drive people to the garages?
- Want the time limits and the pricing to deter street parking.
- Incentives need to be much greater for visitors to use garages.
- Garages need to have availability posted.
- Charge visitors more in the higher demand areas.

**What do you think about enforcement of the Plan?**

- The time limits may not accommodate the resident coming home because the visitor may still be there until 6.
- People are parking and riding Cbus, leaving cars in SN all day.
- Want enforcement 24 hours, coming home at 5-8pm, there is not available parking.
- Permit only from 5pm and enforce later – midnight is too early.
- Sunday enforcement is recommended.
- Residents want “resident only enforcement” to keep out unruly visitors.
- Residents believe 3-hour enforcement alone will not dissuade employees from using the residential areas.
- Residents believe a 2-hour limit is better for the area, may eliminate student issue.
- Enforcement until 2am will help eliminate late night bar hoppers.
- Recommend a case study for enforcement to help work out bugs before implementation.
- Concern about congestion created by the enforcement car stopping to ticket.
- People don't care about getting ticketed.
- Want the time limits and the pricing to deter street parking.
- Enforcement on Sundays is desirable.
- Events - no parking at all.
- Increase enforcement and make consistent.

**What are your thoughts on Employee Parking in the Proposed Plan?**

- Employees need parking that is available and safe.
- Can employees get locked lots with patrols?
- Use underutilized lots for employees.
- Minimum wage jobs, need dependable transportation.
- Subsidize garage parking for employees.
- Plan may cause severe employee shortage.
- 24-hour shuttle to accommodate all shifts.
- Work with COTA to extend Cbus route, stops, and hours to accommodate employees.
- Employee validation for garages and lots, especially underutilized lots.
- NCMH, State Library lot, Thompson Rec, Middle School, Hubbard are underutilized lots.
- Can the technology let employees know where available parking is located?
- Shuttle - can this program be expanded to construction workers in the area?

**What is your opinion on the Business Permits part of the plan?**

- 2 business permits – are too few.

**What is needed for Signage and Wayfinding?**

- Can the technology let employees know where available parking is located?
- Want improved signage and wayfinding to encourage garage use.
- Need better signage, subsidized by employers.
- More clarity in signage, not more clutter.
- Give text reminders to return to car before time runs out.

**What are the best ways to use Alternative Access options in the Short North?**

- Need safer bike routes – especially east-west.
- Bus stop takes up too much room, and may be shortened to offer more parking space.
- Extend Cbus farther north and south and connect with CABS.
- Use Trolleys – small, fun, increase interest.
- Public transit options – too much density, need more mass transit.

**What is your opinion on the Benefit District aspect of the plan?**

- Residents want money used for neighborhood clean up.
- Traffic calming.
- Wayfinding.
- Employee shuttle.
- Build garages and lots for employees.
- Event Parking Plan i.e. – Comfest, gallery hop, Arnold, OSU games.
- Preserve the character of the neighborhood.
- Use funds to Increase enforcement.

**What do you think about the Mobile integration aspects of the plan?**

- Kiosks instead of meters so that more cars may be able to fit.
- Physical kiosk may be more visible and catch attention of parkers.
- What if no smart phone?
- Don't want kiosks.

**What is your opinion on the Assessment plan?**

- Utilization – why noon and 6pm for research and data gathering?

**How do we let people know about this?**

- Canvassing – physical letter telling people about upcoming changes.
- Nextdoor website, facebook page.
- Merchants need to give out educational materials, register receipts, signage in store windows.
- People will learn by doing and getting ticketed.

## Employee Focus Group

In general, employees are concerned about having a safe and convenient, and cost-effective place to park when working in the Short North area.

### Key Themes:

- There must be safe and convenient options for employee parking.
- Convenient and easy to understand parking options are necessary for businesses to keep their customers.
- The lack of safety and property damage/ theft are major issues in the Short North.
- The Cbus should have an extended route and be sold as the preferred mode of transportation for Visitors coming through downtown.

### What have been some challenges or issues that you have experienced in regard to the current parking situation in the Short North area?

- There is not enough street parking, partially because very few residents have garages.
- There is currently not enough ticketing and enforcement, especially when there are big events like The Arnold.
- Employees currently get residential passes to park in surrounding neighborhoods.
- After 5 pm parking becomes much more difficult.
- There are needs for employees in the area 24/7 which would not make a shuttle feasible.
- Employees should be given parking in local garages.
- Opposed to the practice of developers paying fees instead of providing parking spaces.
- Opposed to paying \$100 to get guest parking privileges.
- The burden is placed on those people who do not have off street parking.
- The lack of guaranteed parking for residents is a big problem.
- From 6 pm to 8 am it should be resident only parking in the neighborhoods.
- Garages should offer discounted employee rates.
- The city should consider head in parking on High St to increase the number of parking spaces.
- The Cbus should run further north (to 9<sup>th</sup> or 11<sup>th</sup>) and should run later.

### What factors most influence where you (or your colleagues/guest/employees) park in the Short North area?

- Safety, there is a huge problem with car break-ins.
- The lack of parking is a real concern.
- Quick turnaround.
- The pilot garage plan sounds great.
- A 1-hour time limit would be ideal for a quick turnaround for visitors.
- Employees currently park at meter and just feed them because that is what is most convenient.
- There must be employee parking options other than a center city garage. It is too dangerous with many employees leaving each night with cash tips.
- There are constantly backpacks found in the neighborhood and about 3 to 5 car break ins a day.
- Managers feel obligated to walk employees to their cars and then are forced to walk back themselves. It is often unsafe, and they are frequently approached by people.
- Some businesses have had such large safety concerns they purchased safety devices for their employees to carry on their walk to and from their cars.
- People are coming into the Short North from other neighborhoods to commit crimes.
- The Short North Alliance needs to expand to offer services to more businesses.

**How frequently is alternate transportation used by you, your staff or your patrons?**

- The Cbus is used a lot.
- Many people use Uber and Lyft.
- It would be nice if there were more golf carts around for use.
- More people use their own car than any other available service.
- Columbus needs more robust public transportation.
- It is very hard not to use a car in Columbus due to things like the lack of grocery stores in the Short North.
- Smart Cities is not doing much to assist in transportation issues and is being underutilized.
- Very excited for parking validation options at the garages for customers.
- Valets are taking up too many spaces.
- Have visitors park in the city center and then take shuttles to the Short North.

**Generally, how will these proposed Parking Plan elements affect visitors, resident guests, and consumer behaviors in the Short North?**

- The biggest issue will be people parking outside of the permit area to avoid paying for permits.
- People who live on High St are disadvantaged due to all of the meters.
- It is a problem to limit customers to a 3-hour time limit.
- Very upset that employees having very minimal parking options.
- Patrons destroy the neighborhood.

**What are your thoughts regarding the proposed employee parking shuttle?**

- There is concern around parking space availability downtown.
- Employee parking needs to be localized.
- The city should build an employee garage.
- Variances are a huge problem.
- The inner zone should not have parking enforcement until late afternoon (between 3 and 5 pm).
- Enforcement on Sunday is needed.
- There should be flexibility Monday through Friday from 8 am to 6pm as these are not peak hours.
- Employees would be very opposed to the shuttle and not use it due to the inconvenience and safety.
- You should shuttle visitors and people who bar hop, you could market it as part of the "Columbus experience."
- Allow businesses to give out free parking credit for neighborhood streets. Allow them to buy packages. and then give them to their customers as a promotional effort for them.
- Due to the growth on 5<sup>th</sup> Ave corridor build a garage on 5<sup>th</sup> or 4<sup>th</sup> that employees could use.

**Any additional thoughts or comments?**

- Residents will be willing to pay the higher permit rate as long as they are not competing with visitors for parking.
- The outer zone should not be enforced until later, potentially after 5 pm.
- Allow employees to pay to park in inner zone between 8 am and 5 pm.
- Opposed to the 3-hour limit during the day.
- High St should have 1-hour parking limits.
- Brand the Cbus as a program that takes people from German Village through the Short North to Campus.
- The garage at 4<sup>th</sup> and Nationwide would be a better option for employees.

## Business Focus Groups

In general, business owners are concerned that the Proposed Plan will make things more difficult to do business in the Short North as it is more restrictive for customers and employees. There is a sense that the Plan only benefits the residents of the area.

### Key Themes:

- The three-hour time limit is too short.
- Businesses need more than two parking permits.
- Need safe parking options for employees.
- Current signage/wayfinding is confusing inadequate.

### What is your opinion on the three-hour time limits?

- Visitors to stores in the Short North aren't coming to visit one store, they are coming to spend time in the district. The Short North is a destination, limiting time spent in the district hurts business, and is not in-line with visitor needs.
- Suggestion to stop 3-hour limit at 10 pm.
- It is also difficult for employees who have to come down and park in the district. A 3-hour limit for employees in the food service business forces food service employees to leave work when they may not be able to.
- Support for a Short North Valet program, where people can drop their car off in certain spots in the Short North, and then pick them up at a different location several hours later.
- Increased frequency/probability of people getting behind the wheel after a few drinks, even if enforcement is stopped before 10 p.m.

### What is your reaction to the Business Permits element of the plan?

- Many businesses have much more than two employees, two parking permits would be a drop in the bucket and an ineffective solution to the problem.
- This policy forces employees to park outside of the inner and outer districts and walk. This is a significant safety concern.
- There should be a tiered system: Businesses that have more than two employees should be able to pay more for more employee permits.
- However, some businesses have 50+ employees, how will they pay for all of those permits?
- How many businesses operate with more than 2 employees at one time?

### What are your concerns regarding employee parking in the Short North?

- Safety, Safety, Safety. Business owners, particularly owners of bars and establishments, are concerned about the safety of their employees as they leave to go to their cars at the end of the night.
- The two parking permits, where one employee has to park outside of the main zone around High Street, is particularly concerning for business owners.
- Businesses have had employees turn down/quit jobs over lack of access to safe parking.
- Some businesses have cars broken into regularly.
- Support was voiced for the shuttle program to shuttle employees to a Downtown and/or Fairgrounds parking lot that was well-lit and patrolled at the end of the night.
- However, the shuttle program is going to add time to employee's commutes, and they may be very reluctant and hesitant to do this. (E.g. an employee at a restaurant will have to park Downtown at a lot, wait 15 minutes or half an hour for a bus, and then actually take the bus. This may add upwards of an hour to their commute.

- Is there an opportunity in the future to force construction workers to park at a remote location and bus in?
- What is your reaction to the mobile payment systems element of the plan?
- Support for mobile payment systems.
- What is your opinion on the current signage/wayfinding in the Short North?
- Existing public lots have poor signage, difficult to find.
- Hubbard Garage, Convention Center Garage, The Joseph Garage are all public, but signage is non-existent. Some urban residents will have difficulty finding parking, how will suburban residents who don't know the area find them?

#### **What is your reaction to the zones in the Proposed Parking Plan?**

- The zones as identified in the Plan force those that need more than 3 hours to park, and don't have an employee or residential permit, into the neighborhoods, where there is no parking (e.g. Harrison West where there are currently restrictions or east of 4<sup>th</sup> street, where there is no parking).
- A free shuttle branded for the Short North (The Art Bus) transporting employees and visitors to parking should be considered.

#### **Additional questions/concerns?**

- If you are a business owner and a resident of the Short North, do you get a business permit or a residential permit?
- How does this plan incorporate Gallery Hop, programming, and other special events?
- Can mobile technology be harnessed to allow residential users to let business owners when they are out of town, to use their parking spots?

#### **Additional comments/insights:**

- Changes in parking at Ohio State force more Ohio State employees to park on Neil Ave., hurting some businesses in that area.
- Some businesses are consistently paying fines for loading and unloading despite the fact that there is no legal place to load and unload near their store.
- Businesses that rely heavily on suburban customers are losing business over parking issues (3).
- Demand based parking will frustrate employees, guests.
- Yoga studios, boutiques host workshops often host Saturday afternoon workshops that last longer than 3 hours and attract hundreds of guests (who all need a place to park).
- Incentives for city residents to clean out your garage...if you have a garage you should be parking in it.
- What if there was a Short North partnership with Uber and/or Lyft? If you take an Uber or Lyft to the Short North, you get a discount at a number of participating stores?
- The plan reads very strongly in support of residents; however, the streamlined residential permitting system is popular.
- Very poor lighting in the northern end of the Short North is a safety concern.
- Get rid of the permit limits in the Outer Zone.
- Parking for employees must be affordable, particularly because so many employees rely on tip wages in the Short North.
- If the two-permit policy remains in place, there should be flexibility in terms of employees being able to share the permit and flexibility in terms of timing. For example, a coffee shop with one person whose shift ends at noon and the other person's whose shift starts at noon, should a) be able to share the same permit, and b) not be towed/ticketed for an overlap period (say 11:30 -12:30).

- The expectations for changes in parking must be managed carefully, employees will be quite upset if they have to pay more for parking, but their wages aren't going up.
- 300 guest passes annually for residents who live in the neighborhood seems too high.

## Appendix H: Key Informant Interviews

### Process

The engagement team met with key informants in individual interviews to elicit their perspective on the current Short North Parking situation and on elements of the Proposed Plan. These individuals do not fall easily into the broader stakeholder categories, however due to the proposed Plan's potential impact on them they were provided with an opportunity to provide feedback. The following are the key themes from the interviews.

#### Key Themes:

- The changes will take time for people to adopt.
- Lack of current signage makes parking confusing.
- Increase enforcement to 24/7.
- Increase visitor fees at meters so that close parking is the premium.
- Any shuttle program for employees must be efficient and cost effective.

### Key Informant Interview #1

*Conducted with a representative of major property owners in the Short North.*

#### Current challenges with parking in the Short North:

- Lack of parking for visitors.
- Friends towed.
- Keeps changing; and the signage is not clear.

#### What factors most influence where you or employees or tenants park in SN?

- The building provides enough parking for the tenants, employees.
- They have additional parking lot adjacent that the city has inquired about the availability for public parking.

#### Comments and Suggestions on the Proposed Parking Plan:

- Not optimal for me and our business.
- Shuttle could be helpful for other employees; not ours they park on site.
- Some tenants don't have cars, majority of tenants are millennials.
- Sunday Enforcement, not a big deal; not necessary.
- Enforcement needs to be consistent whatever is being imposed.

#### How do you perceive these parking changes, if implemented, will impact the Short North for having a strong community for residents, small business, and visitors?

- Positive impact when implemented, especially as there is greater competition for parking spaces with all the new residential and commercial development.
- Change creates reluctance, understand that after while people will settle down.
- Start out with a transitional period that would have warning tickets.
- Evaluation after initial start-up is a good idea.

#### How do we get the word out positively?

- Prepare information that demonstrates the Benefits to the residents, businesses and visitors, example: License Plate Technology (LPT) will effectively enforce residential accessibility to parking!

## Key Informant Interview #2

*Conducted with a representative of businesses, visitors, and economic development.*

### **Current challenges with Short North Parking:**

- Transportation, personally uses the Cbus.
- Chamber encourages the use of Cbus, carpools, Ubers, and other modes.
- Businesses are concerned where their employees park.
- What are the new builds required to provide for parking.
- Specifically, when the new builds include residential, mixed use, what are the requirements.
- Predictability is critical for developers and when it is not evident, it impairs planning and development.

### **What factors most influence where you or employees or tenants park in SNP?**

- Budget, cost of parking, especially for employees.
- Chamber provides some financial reimbursement for Executives.
- Convenience is probably the highest driver for employees.
- Free parking availability plus the proximity to the event or destination.
- Time it takes to find parking.

### **Comments and suggestions on the Proposed Plan:**

- Likely not weigh in on residents regarding the plan.
- Businesses want their visitors to easily access the front door (convenience).
- Don't cost people out, regarding parking fees.
- Increased costs effect businesses who are concerned about cost of doing business in the SN - especially retailers who already have thin margins.

### **How do you perceive these parking changes, if implemented, will impact the Short North for having a strong community for residents, small business, and visitors?**

- Big shift, Alternative Access Program for businesses and employees, must have efficient and cost-effective shuttle services.
- Easy access and transportation is important.
- Would use shuttle and pay nominal fee if I had to.
- Complaints, COTA, not timely or efficient and cost effective and productive.
- Not enough advance notice of the process usually.
- No need for enforcement past 10pm at this time.
- Sunday enforcement, no at this time.
- This current process is good, provides role in shaping the process.
- Evaluation and analysis is an important factor and a benefit.

### **How do we get the word out positively?**

- To utilize Chamber membership communication, newsletter, emails, etc.
- Partner with community networks, Thrive, community newsletters; target by streets, groups.
- Not so much the public meetings.
- Remember change is difficult, and expect some push back.

### Key Informant Interview #3

*Conducted with a representative of developers and businesses in the Short North.*

#### **Current challenges to parking in the Short North:**

- Parking is not a challenge, the problem with the plan has been manufactured by a few loud residents.
- His project is adding 200 parking spaces of which 100 will be open to the public by April 2.
- Predictability is critical for developers and when it is not evident, it impairs planning and development.

#### **What factors most influence where you or employees or tenants park in SNP?**

- People in Columbus are used to parking in front of the building (closeness).
- Free parking, cheap parking.
- May have to pay now to be close.
- Cost of daily, weekly parking to the employee.

#### **Comments and suggestions on the proposed parking plan:**

- My solution is the time has to be limited to 30 minutes.
- Meters could be dynamic and change according to the time of demand.
- Feeding the meters doesn't help the problem.
- The Remote Program (Alternative Access Program) needs to be cheaper, faster, easier to attract the employees.
- The monthly fees should be \$125.00 and no free weekends.
- Enforcement issues should be 24/7 makes it easier, meters should be all the time, charge all the time.
- 2<sup>nd</sup> avenue has a free parking area.

#### **How do you perceive these parking changes, if implemented, will impact the Short North for having a strong community for residents, small business, and visitors?**

- I think it will work for the benefit of the majority of businesses, new residents and developers.
- I am in support of the proposal as presented with inclusion of suggestions.

#### **How do we get the word out positively?**

- Communicate decision and go with it even if a very few are against it, council has study it thoroughly along with various consultants and staff.
- Begin implementation.

## Key Informant Interview #4

*Conducted with a representative of developers in the Short North.*

### **Current challenges to parking in the Short North?**

- Parkers are lazy.
- People don't like to walk.
- Mostly retailers who expect an "in and out" experience in the Short North not necessarily residents or visitors.
- There is plenty of parking but there is a perception that there isn't.
- Garages are available but there's a lack of education about where they are located.
- Price of meters aren't aligned with garages, so tenants think garage is too expensive.
- Price of meters are too cheap, so they welcome extended parking periods.
- No parking complaints are really about cost, they are about accessibility and knowledge of options.

### **What factors most influence where you or employees or tenants park in SNP?**

- Safety.
- Relative cost of options.
- Knowledge of options.
- Accessibility.

### **Comments and suggestions on the proposed parking plan?**

- Likes demand-based parking.
- Enforcement is key, but price should match actual parking behaviors/availability.
- Annual parking pass for residents is too cheap, particularly for demographics of area.
- Plan should prioritize providing incentives for visitors.
- Automation of parking services should be prioritized.
- Parking safety needed especially for service workers who usually carry cash.
- Needs to be economically feasible beyond just office workers.
- Examine valet zones because better uniformity and organization is needed.

### **How do you perceive these parking changes, if implemented, will impact the Short North for having a strong community for residents, small business, and visitors?**

- Makes comparisons with progressiveness and lifestyles of other cities more legitimate.
- Everyone won't be happy but predictability, accessibility, and consistent cost is needed.

### **How do we get the word out positively?**

- Counter the narrative of there being a "parking problem."
- Wayfinding is needed for parking garages.

## Key Informant Interview #5

*Conducted with a representative of developers in the Short North.*

### **What have been some of the challenges you experienced SNP?**

- Lack of parking for visitors who want to shop at the retail locations.
- He feels that the nighttime restaurant parking is different from the daytime shoppers parking; feels that nighttime parking takes care of itself.
- Took permit parking away from businesses.
- Some businesses do not have available parking.
- Expressed concern about the meters being bagged short term.

### **What factors most influence where you or employees or tenants park in SN?**

- Representative builds structured parking for the tenants, one for one.
- Employees share parking spaces; they park in spaces during the day and tenants park in the evening. Does not have an employee parking problem.
- His concern is for the visitor who wants to shop during the day.

### **Comments and suggestions on the proposed parking plan?**

- Establish a consistent policy and keep.
- Does not need shuttle for his employees.
- Wants to qualify permits for residential parking. He has a 100 unit structure and his tenants should also be allowed to get permit for residential parking. Define eligibility for multi-family vs single-family.
- Daytime visitors parking minimum time is 2 hours, ideal time is 3 hours.
- Enforcement needs to be consistent whatever is being imposed.

### **How do you perceive these parking changes, if implemented, will impact the Short North for having a strong community for residents, small business, and visitors?**

- Positive if parking solutions are applied equitably with multi-family tenants as they are applied to single family households.
- Wants to make sure the day time visitor who wants to shop or visit galleries can do that with ease.
- He relies on getting his information about the Short North Parking from Betsy Pandora; he suggested more than once for us to contact her.
- He is aware that it may be difficult to implement particularly for the residents, he feels that they have a sense of entitlement and once you give them something it is going to be very hard to take privileges away.

### **How do we get the word out positively?**

- Feels it will very difficult for the residents.
- Suggested speaking to smaller groups to assist with sharing the message. Such as IV, VV and Short North Alliance.

## Key Informant Interview #6

*Conducted with a representative of a small business in the Short North.*

### **What have been some of the challenges you experienced SNP?**

- Limited parking available on her shared lot in front of the building.
- Her customers drop off their cars at her location.
- Worked out a system that works for her with parking cars on Hunter when she needs room to work on cars in the bays.
- Her business is not located on High street, so she describes herself as an embedded business.
- Wants options that apply to her specifically.
- Some University Hospital staff employees park in residential area to avoid paying for parking.

### **What factors most influence where you or employees or tenants park in SN?**

- She has an arranged agreement with the neighborhood and Thompson recreation center. There are one or two on street parking spots for employees who need to run errands or transport clients to requested location.
- Has 6 employees, employee parking is not a problem.

### **Comments and suggestions on the proposed parking plan?**

- She wants to be viewed as a unique business in need of special consideration; she has unique parking needs.
- Her clients use cars and obviously have a car to bring to her.
- Shuttle will not work for her.
- Her cars her on the street all day so if permitting is changed must exclude her block.
- Cbus does not have a stop near her location.

### **How do you perceive these parking changes, if implemented, will impact the Short North for having a strong community for residents, small business, and visitors?**

- OK with growth and appreciates Smart City grant to make improvements in public transportation.
- Because she is not located on High Street wants special consideration before changes are made.

### **How do we get the word out positively?**

- Not much to say about this but reiterated how important it is to recognize “embedded” businesses and their parking needs.

## Key Informant Interview #7

*Conducted with a representative of a small business with considerable experience in the Short North.*

### **What have been some of the challenges you experienced SNP?**

- Not convinced that there is a real parking problem.
- Congestion is an emerging problem.
- Many business owners live in the area and walk to their businesses.
- Businesses want to move forward and think visitors do not have to park in front of business to frequent the business.
- Public transportation is not in place we need the transit system to progress. Barriers to ridership but we must make it easy.

### **What factors most influence where you or employees or tenants park in SN?**

- Not much response to this question since it does not necessarily apply to her; she finds parking when she visits the businesses in the Short North.
- Her focus is the business, so she had little to say about the residents.

### **Comments and suggestions on the proposed parking plan?**

- There should be a plan established where “all” share in the pain.
- Implement parking changes but at the same time increase transportation options such as public transportation.
- Enforcement needs to be consistent whatever is being imposed.
- Suggested adding some bump outs and increase on street parking.
- Look at data of who is moving into and visiting the Short North.
- Newbies /guests may not necessarily have /own a vehicle.

### **How do you perceive these parking changes, if implemented, will impact the Short North for having a strong community for residents, small business, and visitors?**

- Feels businesses understand the need for changes.
- Due to her role in the short North has been attending the public meetings.
- Understand increased enforcement and increase in meter options.

### **How do we get the word out positively?**

- Feels public meetings are flawed.
- Need smaller groups increases opportunity for more comprehensive and complete conversations.
- Feels public meetings are intimidating.
- Use social media to communicate.

## Key Informant Interview #8

*Conducted with a representative of a community-based organization in the Short North.*

### **What have been some of the challenges you experienced SNP?**

- Has a small lot next to church but only holds 20 cars at maximum; can't hold entire congregation.
- Need increased lighting in parking areas to ensure safety late at night.
- Individuals in the Short North are generally unaware of where to park.

### **How do you feel about parking enforcement on Sundays?**

- Need the free parking for congregation on Sunday mornings; regulation wouldn't be good for churches in the area.

### **How do you feel about using a mobile parking app? Do you foresee anyone in your congregation struggling with the technology?**

- Around the church, the demographics are individuals 20-30 years of age and that is their target audience.
- Most "empty nesters" in the area are technological savvy, so it shouldn't be a problem for older individuals in the Short North.
- Only concern would be access for those with lower income/gentrification of the neighborhood using the technology.
  - Gentrification is a major concern. Parking needs to be accessible for people of all socioeconomic statuses. Using mobile technology is a sneaky way to gentrify neighborhoods.

### **After reviewing the information graphic, what are your thoughts regarding plans for employee parking?**

- Lot at the church accommodates all employees currently but may grow in the future.
- More garages near downtown part of Short North as opposed to further north.
- Has safety concerns about shuttling employees downtown to park in garages: car break-ins, dropping people off with cash in an empty garage, etc.
- Drop off zones may be a problem; will they drop employees off directly in front of employment?

### **How do you feel about the enforcement times?**

- Needs to be enforced at least through midnight on the weekends. May even need to be extended beyond midnight.
- Midnight extreme for weeknights. 10:00pm may make more sense Sun.-Thur.

### **Additional Feedback:**

- More communication would be much appreciated moving forward.
- Need to develop community partnerships to share parking lots to improve parking.

## Appendix I: Summits

### Process

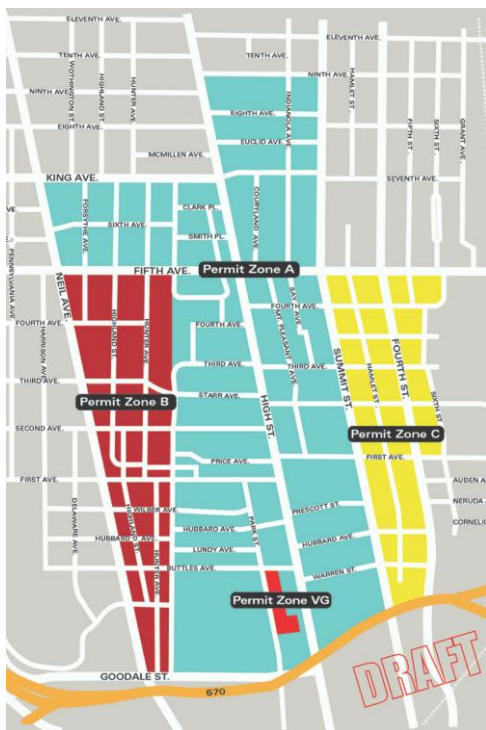
The Short North Parking Summits were conducted on two days for the convenience of participants. Both summits were identical in content. After welcoming the participants, the details of the proposed plan were presented. Following the presentation, attendees broke into small groups for table top discussions based on six provided prompts.

### Prompt #1

**Prompt:** Using the map on the table, draw and/or color your ideal zone map for the Short North.

### Responses:

- Would like zones to change but could not come to consensus.
- Make sure both sides of King are included, add south end of zone B to zone A.
- Include all of Weinland Park, current boundary will create major crunch east of Summit as people want to avoid paying to park.
- Make three big zones, including area west of Neil past Harrison. Make all zones paid for visitors, not free.
- Do not include Neil Ave., make area north of Fifth Ave and including all of Weinland Park Zone D.
- Permit Zone C should be a paid zone as well.
- Add Neil Ave.
- Make sure borders include both sides of the street, suggest moving east outer zone in to Pearl or Kerr to allow employees who must park in outer zone to not have to walk so far to work.
- Split Zone A in half at Fifth Ave.
- Expand map to include area north and east of intersection of Fifth and Summit.



*Proposed zone map for reference.*

## Prompt #2

**Prompt:** In order to meet the needs of most Short North Residents, what changes, if any would you make to the proposed plan for:

- Parking Permit Fee Amounts.
- Number of Household Permits Allowed.
- Permit availability for residents in multi-unit buildings.

### Responses:

- Adjust fee amount to \$25 (no guest) and \$75 (with 2 guest privileges), Offer low-income assistance for resident permit fee.
- Clarify rules for tradesmen, keep fee at \$25 for one parking permit and one guest pass with additional fee for resident-only restrictions for parking as is done in Victorian Gate, and the Circles.
- Should be a low-income free permit option with guest privileges, those resident in post-2005 buildings who have two cars per unit- cannot have guest privileges for free under the proposed plan because not eligible for permits at all, could the planners reevaluate how grandfathering would be done – by owner-occupied vs. rented? Or by date of purchase vs. date of construction?
- Concerns about guests without cell phones and converting commercial to residential property.
- Make permits \$25 period.
- Provision for low-income waiver, concern over fraudulent use of guest passes, can unused guest passes be used for employee parking?, multi-unit buildings – under 4 units may be too little, make residential streets “resident-only” from 5pm – 8am.
- Number of resident permits seems to be reasonable and fees seem appropriate.
- Would like a low-income provision, long term commuters should be discouraged in residential zones, can only park in B and C until 6pm.

## Prompt #3

**Prompt:** In order to meet the needs of Short North Residents (without infringing on neighbors’ parking) need for guest parking privileges, what changes, if any would you make to the proposed plan for:

- Permit Fee amount for Guest Passes.
- Number of Resident Guest Passes Allowed (Currently 2 per household using electronic validation).
- Number of Resident Guest Parking Sessions Annually (Currently at 300 per household).

### Responses:

- Don’t limit number of guest sessions, provide a way for guests to extend paid parking (as visitor) beyond 3 hours to accommodate parties, events, etc., Have the ability to reassign guest pass to license plates instead of having a 24-hour pass connected to one plate.
- Make considerations for special cases, i.e. contractors, actors, Saturday open houses, and parties with more than two guests.
- Agree 300 limit makes sense
- Experiment with permit holders being able to get a larger quantity of guest passes for a limited time period – could this be managed by block to guard against over-commitment of the guest passes (keep the zones large and general, but manage the guest passes to provide block-by-clock specificity).
- Legacy discounts for long time home owners (10+ years), fee assistance for low income, appeals process, guest passes – want up to 10 per day, have black-out dates for big events (Comfest, DooDah, etc.) when only 2 per day, guest pass should be 24 hours long, not by calendar day.

- Use the 300 guest passes per year however wished, not limited to two per day, register as many cars under one permit so that residents have option to pick which car will be on the street.
- Virtual auction of guest permits to make better use of allocated permits.
- How will guests who are house sitting/pet sitting for more than 72 hours be accommodated? Should be able to “re-up” the access code for another 72 hours or allow for an access code that lasts 5-7 days.

#### Prompt #4

**Prompt:** Should there be limits on the number of employee permits? If so, what is a reasonable limit per business? How would you adjust the fee structure to achieve equity among businesses of all sizes and also consider impacts on parking availability?

#### Responses:

- Prioritize small, locally-owned retail businesses, the C-Bus needs to be extended north to the Gateway and needs to run more frequently at night, make arrangements with Gateway garage for employees of North end of Short North businesses.
- Business permits should be in same zone for safety issues, create a tiered system for business permits.
- Need limits for employees and options for employees to park in other zones, evening employees need to be in downtown garages with good shuttle access that is safe, perhaps a different time limit on business permits.
- Scale the permit fees to the number of employees, different treatment for businesses in zones B and C and allow more permits for zones B and C, consolidate the valet loading zones, additional signage is needed on High Street to direct to parking garages on side streets, and use parking app to show garages clearly.
- Need well-lit structures for employees, supplement Lyft and Uber for employees, developers are selling public parking for private use – why?, parking in outer zone and taking Cbus to work isn’t possible for businesses open 11am-7pm, outer zone doesn’t allow parking option if working until 7pm, small business need more permits, restrict outer zone more – before 3pm, add discounted rates at garages.
- There are more diverse needs around long term parking for smaller numbers of workers per business, is there a deeply-discounted, walkable location for small numbers of employees?, make an employee code with discounted parking rates.
- Employees need to be prioritized, parking needs to be easier for them, remote solutions need to be fleshed out, need remote sites with safe shuttles, business permits are basically for the owners.
- The current number of allowed employee permits seems appropriate, although, the system of allowing multiple permits and restricting to 2 in use at a time seems like an administrative burden, but that is an employer decision on how to implement, shuttle system seems to be a great idea, look at the airport shuttles for implementation – super efficient, on-demand.
- Enforce construction parking so they are not taking up parking spaces, valets should not use zones to park, enforcement should include valets.

## Prompt #5

**Prompt:** In order to meet our goal of increasing access to parking in short north for visitors while also prioritizing resident parking privileges, what changes if any would you make to the time limits and hours of enforcement for:

- Visitor parking at meters.
- Visitor parking on residential Streets (Currently up to 3 hours).
- What is the best time frame for enforcement (currently 8am-midnight – inner zone, and 3pm-midnight – outer zone)?

### Responses:

- We are okay with the 3- hour time limit if you allow cars to move within the same parking zone.
- Three hours is too long, particularly off of High St., no parking on zoned streets after 6pm, removing busses and adding parking spaces, 2 hours is the preferred time limit, perhaps one hour and reduced fee during the day in garages.
- Parking meters should be limited to three hours but expand enforcement to 8am-3am – inner zone and 3pm-3am outer zone.
- 12pm-2am in outer zones will get rid of C bus riders for work, 8am-2am will eliminate overnight parkers, 30-minute meters for loading and unloading, Short North valet district-wide.
- Offer park and ride and shuttle options for visitors.
- Increase fees more significantly after 5pm and include time limits, enforcement until midnight is too much, make evening transit incentives.
- Make High Street a pedestrian only corridor in the Short North, enforcement until 2am.
- Start the outer zone enforcement earlier, otherwise long-term parkers can park all day until 6pm, 2am enforcement in all zones.

## Prompt #6

**Prompt:** What changes overall would you like to recommend for the final draft of the plan?

### Responses:

- Make opportunity to build more garages, suggest delaying implementation until January 2019, suggest ample communication of the changes, establish a valid and functional system for citizen residents to report violations to city with guaranteed and timely enforcement and follow through.
- If the City is not willing to do resident-only parking areas, then there should be no changes.
- Communication is key.
- Look at Over the Rhine (Cincinnati) for challenges and implementation, propose to not wait 6 months to evaluate the program, especially in most densely populated areas, perhaps evaluate in 2-3 months.

## Appendix J: Online Feedback Forms

### Process

On the DPS webpage for Short North Parking, a comment box was added to allow individuals to submit their feedback online. Comments and questions were addressed by DPS if adequate contact information was provided.

### Resident Permit Parking

- (15) Against price increase from current permit costs.
- (9) Residents should not have to pay for permits.
- (7) Against multi-unit distinctions.
- (1) For multi-unit distinctions.
- (1) There should not be free parking in the outer zone.
- (1) Guest hours need to be extended beyond 72 hours to accommodate parking for vacations.
- (4) Need more than 2 guest sessions per day; allot 300 sessions per year to be used at any time.
- (2) Need flexibility in parking pass renewals/purchasing for rental properties.
- (4) Against restricting buildings built 2005 and after from purchasing permits.
- (2) Residents need to be able to purchase more than 2 permits.
- (3) Open parking from 8am-5pm and permit parking only after 5pm.
- (11) Visitor parking should be prohibited on residential streets.
- (1) Create a permit plan street-by-street.
- (1) Unit distinctions are unclear in this plan.
- (1) Enacting this plan will signal that the City of Columbus no longer values quality of life for residents and are not constitutional.
- (4) Open to free parking from 6am-6pm, then permit only parking after 6pm.
- (4) Add more restricted parking areas/permit only zones.
- (3) Guest parking costs too much.
- (1) Airbnb owners will purchase permits and not use them, taking parking away from long-term residents.
- (1) Don't add more permit zones.

### Employee Parking

- (3) Downtown employees park in the Short North and take the CBUS downtown for free.
- (1) Shouldn't be charging for free parking spots in residential areas, which employees need.
- (1) Use existing lots with vacant spots for employee program, such as the lots at OhioHealth.
- (1) Employees need to be able to park after 3pm and 2 permits per business is not adequate.
- (1) Employees should not be parking in the outer zone.

### Visitor Parking

- (1) Visitors for special events create major parking problems.
- (4) Better signage is needed in the Short North for visitor parking.
- (1) Need to encourage long-term parkers to utilize off-street parking.
- (1) No overnight parking for visitors to the Short North.

## Development

- (11) Support residents, not businesses; proposed plan supports businesses more.
- (9) Overdevelopment is placing burden on residents to provide parking for visitors/businesses/large developments.
- (7) Need to require developers to ensure there is adequate parking for their tenants.
- (6) Developments shouldn't receive tax abatements/breaks.
- (1) Shuttle service will subsidize developments.
- (1) Construction worker parking is an issue on residential streets.

## Enforcement

- (10) Need better enforcement of parking regulations in the Short North; 24/7 enforcement.
- (2) Go later than midnight for enforcement.
- (1) Don't allow parking after midnight.
- (1) Have the same enforcement times in both zones for non-residents.
- (1) Need to ensure tech vendors are trustworthy.
- (2) Allow employees to park in garages at discounted rates.
- (2) Need more enforcement than just LPR.

## Zones

- (2) Don't add parking to the other side of Dennison Ave.
- (1) Add pickup/drop off zones in Zone A.
- (5) Include Neil Ave. in parking zones.
- (1) Neil Ave. from 1<sup>st</sup> to 5<sup>th</sup> does not have a parking problem and should not be included.
- (1) Do not restructure parking on the border of Victorian Village and Harrison West.
- (1) Inconsistent parking zones across the city creates confusion.
- (2) Two zones with High St. as the divider.
- (1) Plan will push congestion to outer zone.
- (1) Make Dennison one-way to allow parking on both sides of the street.
- (1) Property is on zone line – address is Dennison but most of the property sits on Wilber; zone needs reconfigured there.
- (1) Include Hamlet past 5<sup>th</sup> Ave. as a unique area because there already isn't enough resident parking.
- (1) Don't include anything north of 5<sup>th</sup>.
- (1) Standardize parking to reduce confusion.
- (1) Parking will be worse now south of 1<sup>st</sup> Ave.
- (1) Extend permit zone C from N. 4<sup>th</sup> street two blocks east to Walden St.

## Time Limits

- (1) Add metered parking to Goodale Park parking lots.
- (1) Against \$2/hr parking and 3-hour time limit for visitors.
- (3) Increase visitor time limits.
- (1) Add more 15-minute parking options.
- (1) Meter time is too low.

## Access Options

- (1) Have the CBUS go further north and run later.
- (1) Apply parking regulations to Car2Go program.
- (6) Make garages cheaper/more garages and parking lots.
- (3) Increase public transit/add shuttles (including a hotel shuttle).
- (1) Create park & ride options.
- (1) Use large open field between Abbott building and BalletMet as an additional parking location.
- (3) Use under-utilized city-owned off-street parking for visitors.
- (2) Use mobile apps to inform visitors where garages are and where off-street parking is located.

## Rates

- (4) Proposed rates won't deter parking on residential streets.

## Plan Comments

- (6) Support 2017 resident proposed plan.
- (4) Support PSNN plan.
- (6) Supportive of elements of the currently proposed plan.
- (1) Currently proposed plan is confusing.
- (4) Website link for the detailed plan doesn't work and the summary isn't detailed enough.
- (1) This plan is a city cash grab.
- (1) Plan doesn't address how the City added lots to residential housing and waiving parking for them – causes insufficient parking.
- (1) Plan has good goals, but no evidence was provided.
- (3) Not truly transparent.
- (1) City doesn't truly want feedback from residents and the timeline isn't realistic.
- (2) Trying to solve a problem that doesn't exist.
- (1) Provide estimated yearly expenses for enforcement.
- (3) New plan is like previous plans.
- (2) Property Eligibility portion is not easy to comprehend.
- (1) Not all neighborhoods affected by the plan are represented in the Benefit District.
- (1) Plan doesn't impact future residents because developers have provided a variety of parking options.
- (1) Average parking times collected in studies are inaccurate.
- (2) Plan doesn't reflect reality of the Short North.
- (4) Plan will make parking worse.
- (2) Plan is turning residential streets into High Street's parking lot.

## Community Meeting Comments

- (1) Found community meeting 1 to be informative.
- (1) Pittsburgh plan mentioned is nothing like the proposed plan.
- (1) Overall, good process throughout the study.
- (1) Emphasize public education moving forward.

## Appendix K: Task Force Feedback

### Process

The Short North Parking Task Force met with the City as representatives of the various stakeholder groups. They reviewed the City's planned updates and gave additional feedback for City review before final Plan Updates were developed.

#### Plan Elements that have consensus:

- The additional zone SNE is appropriate for the needs close to campus and Weinland Park neighborhood.
- The additional availability of employee permits is good for businesses.
- Paid parking in all zones will eliminate commuters parking in SN and riding CBUS.
- The 3-hour time limit for visitor parking is appropriate.
- The \$3/hr rate in the inner zone is appropriate and will help with turnover and to encourage garage use by visitors.
- More availability of resident permits for those in multi-unit buildings is fair.
- The ability to tie all household vehicles to a permit allows for flexibility.
- The price of resident permits is fair.
- The price of resident guest permits is fair.

### Additional Comments by Plan Element

#### Rates:

- Permit-only times in residential areas are unnecessary.
- Residents need to be able to park in neighborhood when arriving home.
- Need better explanation of different fees in different sections of zones, especially what constitutes a non-residential area.

#### Employee Permits:

- Businesses may need up to 4 permits in the inner zones.
- Concern that pushing employees to outer zones will just move parking problems around.
- Allow employee permits to be good from 8am instead of 6am for bakeries and coffee shops.
- Cost of business permits is too high.

#### Resident Permits:

- Low income families will be unable to afford even the \$25 rate for permit.
- Building eligibility is still largely unclear.
- Concern that up to four permits per address is too many and will compound the parking problem.
- Concern that many households need up to four permits for all licensed drivers.
- To avoid fraud, can City issue 90-day temporary permits for new residents to establish residency?

**Resident Guest Permit:**

- Price of guest permit is appropriate.
- One guest permit per address is appropriate.
- The 72-hour cap on the permit is too restrictive for long-term guests.
- It is appropriate to cap the number of additional guest sessions annually.

**Comments on the Messaging of the Plan to the Public:**

- Many Hispanic residents will need information in Spanish.
- Mobility options need to be stressed.
- Mark specific buildings on map for resident permit eligibility.
- Be clear on the different fees in different parts of zones.
- Use examples to help clarify Plan benefits.